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Auto EXPRESS

THE CAR NEWS WEEKLY

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SPECIAL**



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New Audi RS3

DRIVEN World's most powerful hatch



New 493bhp 308

OFFICIAL Peugeot's wild 4WD hybrid

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BY 61,000 OF YOU**



22 April Special Issue 1,367



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Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.6 (8.4) – 57.6 (4.9), Standard EU test figures for comparative purposes and may not reflect real driving results. For more

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a concept to
become a car.
Rarer for
it to happen
three times.*

Extra Urban 51.4 (5.5) – 76.3 (3.7), Combined 43.5 (6.5) – 67.3 (4.2), CO₂ emissions 151 – 110 g/km.
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The all-new Outback.



SUBARU

Confidence in Motion

Recently, Auto Express readers have voted the previous version of the Outback '**Best for Practicality**'. Well, we hate to disappoint but that model isn't available any more, however our latest one is even better. Mud, grit, snow, ice, the all-new Subaru Outback with **Symmetrical All-Wheel Drive** is more than ready for anything. That's because it also features a whole host of cutting-edge features like **X-MODE with Hill Descent Control***, so you can explore unpredictable terrains with ease. It also comes with **EyeSight*** technology, which recognises potential dangers and acts as a second pair of eyes on the road.

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THE TOP 200 CARS TO OWN

45 Over 61,000 readers reveal all in ultimate car satisfaction survey

DRIVER POWER

2015



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TO GET
CARPLAY IN
YOUR CAR**
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Online this week



Sizzling new Leon ST Cupra arrives in UK

WE loved SEAT's fiery new Leon ST Cupra when we drove it earlier this year – and now we get our first chance to put the hot estate through its paces on British roads.

With 276bhp, there's no shortage of power, while a 587-litre load bay ensures it's practical, too. But will it prove to be as much fun on the road as Ford's Focus ST Estate? That's what we will be aiming to find out as we deliver our first drive verdict.

For more visit
autoexpress.co.uk

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NEW CITROËN C4 CACTUS

Could we make the engine smaller and more efficient? Why can't all the dials and switches be accessible on one touchscreen? What material creates a smoother more aerodynamic ride? How do we give the doors more protection? From interior to exterior, we questioned everything. Maybe that's why we won Top Gear Magazine's 'Hatchback of the year'. Go to www.citroen.co.uk/cactus to find out more. **Stay Curious.**

CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/04/15 and 30/06/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,879.70 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £189; optional final rental £7,283. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus BlueHDi 100 manual Touch respectively. Initial customer rental £2,590 (plus a £1,000 Citroën contribution) - £3,082.78; followed by 36 monthly rentals of £165 - £245; optional final rental £6,616 - £6,573. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars

are driven to the limit and performance tested using Racelogic VBOX

computer timing equipment. Auto Express also assesses the cars over

many miles of mixed public roads before delivering its Road Test Verdict.

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Cars are better than ever, but there's room for improvement



AE IF there's one thing to take from this year's Driver Power, it's that you're happier than ever with your cars – we've seen an increase in the satisfaction levels, with the models placed in fourth, third and second scoring so highly they would've topped our survey in previous years.

Which makes Lexus' achievement with the new IS all the more impressive, knocking the three-time champion, the Skoda Yeti, off the top spot.

It's no flash in the pan for Lexus. All its models score highly, including the new NX SUV in sixth place – this car has only been on sale a matter of months, yet owners are already thrilled to bits.

Customer satisfaction is something that Lexus has always valued highly, so much so that when we went to hand a hatful of Driver Power trophies to the Lexus UK team (you can see they were quite pleased above), Lexus' director in the UK, Richard Balshaw, told us that they're only happy when their customers rate them five out of five. Nothing less will do – a big challenge for any business.

But although we're happier with our cars, our survey reveals there's still room for improvement, as those at the bottom of our tables will realise. And the car makers will listen – it's difficult not to when over 61,000 of you have taken the opportunity to tell us, with total honesty, what you think of your cars.

We're grateful to each and every one of you who took the time to complete this year's survey. You've helped us understand your needs and wants when you're buying and running your car. You've helped other car buyers decide which model they should spend their cash on. And you've helped car makers know what's needed to make better cars.

Do keep telling us about your cars, too – our Driver Power 2016 survey is already open.



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- We get behind the wheel of range-topping performance supermini
- Optional Performance Pack brings limited-slip diff, bigger alloys



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AE VAUXHALL'S VXR brand has quite a cult following in the UK – so much so that 60 per cent of General Motors' hot European cars end up here. In eight years, a total of 9,000 examples of the old Corsa VXR were sold to British buyers.

Step forward the new version, which has been designed to take on the brilliant Fiesta ST, and on paper it has the Ford licked. The Corsa packs 202bhp against the Ford's 180bhp, while 0-62mph takes 6.5 seconds (6.9 seconds for the ST). If you spec the £2,400 optional Performance Pack, you get a Drexler limited-slip diff on the front axle, bigger wheels, Brembo brakes and retuned suspension, too.

We tested the new hot hatch on road and track – on and around the Knockhill race circuit in Fife. Plus, we made the 450-mile journey north in the 113bhp Corsa Turbo we're running on our fleet, which helped to emphasise the differences.

Visually, the Corsa VXR shouts quite a bit louder than your average supermini. The 18-inch alloys you see here are optional, but all cars get xenon headlamps, a VXR bodykit, dual Remus exhaust pipes and a huge rear roof spoiler. Inside it's a bit more subtle, with a pair of body-hugging half-leather Recaro sports seats, a flat-bottomed steering wheel and some VXR dials. All UK models also get the IntelliLink Bluetooth infotainment system from the standard car.

Sharp

The firmer set-up makes the VXR crashy in town, although the stiffer springs give it much better body control on twisty roads. When the surface deteriorates it does tend to skitter about, but the steering is sharp and there's plenty of grip.

The £2,400 optional Performance Pack is a no-brainer – and Vauxhall reckons between 40 and 50 per cent of Corsa VXR buyers will have it fitted. The Brembo brakes offer a sharper, more linear feel, while the limited-slip diff gives you more confidence to put your foot down out of tight corners.

Those bigger alloy wheels also come as part of the pack, but while they look great, they generate an almost intolerable racket at higher speeds. That's fine when you're pushing on, because the engine drowns out the road noise, but it quickly becomes tiresome on longer motorway journeys. It's a problem in many hot hatches, though, which are based on cars designed for city life.

Unfortunately, Vauxhall couldn't offer us a ride on the standard 17-inch rims, but

they should be easier to live with if you plan to use the Corsa as your only car.

That said, the turbocharged 1.6-litre four-cylinder is a cracking little engine. While it's the same basic unit as you'll find in the old VXR, the torque band has been widened and feels much more accessible as a result. It's not as eager as the ST's (245Nm as standard vs 290Nm in the Fiesta), but there's very little lag and when the full 280Nm kicks in on overboost, the car surges forward with serious urgency. It works really well, and if you time it right, it can make overtaking a doddle.

However, it's when you crunch the numbers that the Fiesta truly trumps the Corsa. Hot hatchbacks are supposed to be sports cars you can use every day, but the biggest problem the VXR faces is that it can't compete with its rivals at the pumps.

Vauxhall says it'll do 37.7mpg, but after 150 spirited miles, our trip computer was reading closer to 24mpg. That means you'll soon get sick of the sight of your local filling station – and it's also a pretty hard pill to swallow when you consider we've recorded 32.7mpg while testing both the Fiesta ST and bigger, faster VW Golf GTI.

The Corsa's high CO₂ emissions mean it'll cost you £205 a year to tax, too. For comparison, the Fiesta ST will set you back £130, and a year's tax for the Peugeot 208 GTi 30th Anniversary will be just £110.

As a standalone product, the VXR is a peach. It's great to drive and comes loaded with kit. In fact, when you consider that the mid-range Excite model we're running costs more than £14,000, the VXR seems good value. However, the supermini hot hatch market is tough to crack, and all things considered, the uncomfortable and thirsty Corsa doesn't quite represent the complete package. The Fiesta ST still rules.

Essentials

Vauxhall Corsa VXR

Price:	£17,995
Engine:	1.6-litre 4cyl turbo petrol
Power/torque:	202bhp/280Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	6.5 seconds
Top speed:	143mph
Economy:	37.7mpg
CO₂:	174g/km

ON SALE Now



DRIVE Stiff suspension gives superb body control on fast roads, but knobbly ride around town. Big wheels look great but create too much noise on motorways



EQUIPMENT Touchscreen IntelliLink infotainment system is standard on the Corsa VXR, and includes Bluetooth and DAB. Sat-nav requires a smartphone app



New

■ **FIRST DRIVE** Verdict



“Stiffer springing gives the new Corsa VXR real composure in bends”

"The brilliant optional diff gives you much more confidence to put your foot down out of corners"

Corsa VXR blasts in

on sizzling Vauxhall hot hatch that's taking the fight to Ford Fiesta ST



PRACTICALITY Boot is smaller than Fiesta's with the seats up, and bigger with them down

Auto
EXPRESS

Verdict

THE new Corsa VXR is a true challenger to the hot hatch crown. A Fiesta ST is still more fun to drive, but Vauxhall's latest offering has plenty to commend it. Just be sure to specify the optional Performance Pack – the trick Drexler diff is arguably worth the extra £2,400 on its own.



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NEED TO KNOW

While the 1.6 turbocharged engine has essentially been carried over from the old car, the peak torque band has been widened to give easier performance



VXR is three-door only, so access to rear could be easier; silver trim gives dash racy look



Mercedes' GLC Coupé



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AE THE Mercedes GLC Coupé concept has been revealed at this week's Shanghai Motor Show, previewing a new model that's likely to appear soon to take on the BMW X4. It also drops a big hint to how the standard GLC will look when it's launched in June.

The GLC Coupé gets a raised ride height, oversized grille and sloping roofline, and has a very similar rear end and boot spoiler to the larger GLE Coupé the brand revealed a couple of months ago. Mercedes says the show car is near-production-ready.

This latest coupé SUV sits on huge 21-inch wheels, and has a bluff front end with a very short overhang. The darkened door pillars emphasise the sleek lines, with the bulges in the bonnet and large air intakes hinting at the car's sporty nature.

At just under 1.6 metres high, the GLC is slightly lower than the X4. However, the

■ Coupé SUV guns for BMW with striking looks, loads of kit

2.83m wheelbase is 20mm longer, and is expected to translate into more interior space – especially for rear-seat passengers.

Finished in a vibrant yellow with matt grey inserts, this concept version of the GLC Coupé was impossible to miss. The LED headlamps house the daytime running lights and indicators, as well as high and low beams – complete with Mercedes' automatic function that prevents dazzling by blanking LEDs from oncoming drivers.

Power comes from a V6 petrol engine with 362bhp and 520Nm of torque. That's the same engine you'll find in the new Mercedes C 450 AMG – although the SUV gets a new 9G-TRONIC nine-speed automatic transmission in place of the saloon's seven-speed gearbox.

The GLC Coupé gets the 4MATIC four-wheel-drive system for improved

■ OFFICIAL

STYLISH
Coupé SUV also gives an idea of how the standard GLC will look



PRESENCE

Bluff front end gives GLC wide stance, but the quad exhausts aren't expected to make it to production

**HUGE RIMS**

Show car rides on 21-inch wheels, but sensible sizes will be offered when final model hits dealers



has X4 in sight

FOUR-DOOR AMG GT?

SVELTE and sporty cars, with a nod towards practicality, are the order of the day at Mercedes.

According to AMG CEO Tobias Moers, the new AMG GT (driven on Page 40) won't be a one-off: as well as a high-performance Black Series version of the coupé, there will be a family of bodystyles.

A Roadster is certain, but more intriguing is the idea of a four-door. Moers couldn't give a timeframe, but was positive about such a car. However, he said it would require a different platform from the AMG GT Coupé. This could be lifted from the C-Class, as the C 63 AMG version already uses the 4.0-litre twin-turbo V8. **PAGE 40: AMG GT first UK drive**

**BIG RIVAL**

The success of the BMW X4 has persuaded Mercedes to build the GLC Coupé

"We can expect it to have four and six-cylinder petrol and diesel engines"

traction and off-road ability, as well as quad tailpipes for a characterful exhaust note.

There's no word yet on which engines might also make production, but if the conventional C-Class range is anything to go by, we can expect a line-up of four and six-cylinder petrol and diesel engines, as

well as a fire-breathing V8 AMG GLC 63 version. The BMW X4 is only available with diesel power for the time being, although an X4M is said to be on the cards.

This GLC Coupé is still a concept, so there's been no word on a potential starting price – and it's hard to pinpoint anything more than a ballpark figure because the GLK that preceded the standard GLC was never sold in the UK. However, with the X4 starting at £36,895, you can expect the sleek coupé SUV to come in at less than £40,000, with a long list of equipment as standard.

"In its most extreme setting, the R HYbrid develops the full 493bhp and 730Nm of torque, but it emits only 70g/km"



493bhp hybrid 308 bla

■ Peugeot unleashes plug-in 308 R HYbrid at Shanghai Motor Show



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AE PEUGEOT caught the attention of the Shanghai Motor Show this week with a brand new concept: the 308 R HYbrid.

Developed by the company's in-house racing division, Peugeot Sport, the plug-in hybrid hatchback produces an astonishing 493bhp from a 1.6-litre turbo and electric motors on each axle, making it four-wheel drive. The 308 R HYbrid is loosely based

around the 308 R Concept that debuted at the Frankfurt Motor Show in 2013 – a decision on whether to build that car still hasn't been made – but the newcomer ups the game in terms of performance.

As well as converting it into all-wheel drive, Peugeot Sport has widened the front and rear tracks by 80mm and added beefier brakes. The powertrain combines the 267bhp 1.6-litre four-cylinder turbo found in the RCZ R with two 114bhp electric motors. Peugeot claims the

result is 0-62mph in four seconds and an electronically limited top speed of 155mph.

Four driving modes – ZEV, Road, Track and Hot Lap – serve up varying degrees of performance. In its most extreme setting, the 308 R HYbrid develops the full 493bhp and 730Nm of torque, but thanks to the hybrid it emits only 70g/km of CO₂.

Peugeot has looked to another concept for design inspiration. The gaping 3D air intakes, angular bumpers and the two-tone bodywork have been borrowed from the Quartz SUV concept which also debuted at last year's Paris show. Given that the

308 R Concept has still yet to be given the green light, it's unlikely there are any immediate production plans for the R HYbrid. Yet that hasn't stopped the brand hinting at its potential.

"With our experience in hybrid vehicles developed with the Peugeot 908, the high-performance hybrid powertrain fitted to the 308 gives a glimpse of the potential for ultra-sports models in the future," said Peugeot Sport director Bruno Famin.

The Shanghai debut is likely to be a strategic plan to promote the range, as a new 308S saloon has gone on sale in China.

Chunky new Audi allroad concept unveiled

AUDI gave us another glimpse of its future in Shanghai, with the new Prologue Allroad concept. The design study is a jacked-up version of the Prologue Avant seen at the Geneva show in March, and features a 724bhp petrol-electric hybrid powertrain.

The high-riding estate hints at what to expect from large production Audis in the next decade. This includes an adaptation of the trademark grille, swept-back headlamps and sleeker, curvier profiling.

It gets a 77mm increase in ground clearance over the Prologue Avant, plus SUV body cladding around the arches and bumpers, skid plates and roof rails.

It's 185mm longer than the current A6 allroad, hinting at either a large next-generation model or a Mercedes CLS-style A7 'Shooting Brake' in more rugged form. Under the bonnet is a 4.0-litre

twin-turbocharged petrol V8. It developed 598bhp in the Prologue coupé concept we drove after 2014's LA Motor Show (Issue 1,347), but it's now been hooked up to an electric motor mounted within an eight-speed dual-clutch auto box to produce an astonishing 724bhp and 900Nm of torque.

A 14.1kWh lithium-ion battery pack provides an all-electric range of 33.6 miles, and promises 0-62mph in 3.5 seconds, 117.7mpg fuel economy and 56g/km of CO₂.

Also on show in Shanghai were two Asia-only models – the Q7 TFSI e-tron and the long-wheelbase A6 L e-tron.

JACKED UP
New Prologue Allroad hints at next generation of chunky A6 Avant, or rival to Mercedes' CLS Shooting Brake



ists in

OFFICIAL



"Gaping 3D air intakes, angular bumpers and two-tone bodywork have all been borrowed from the Quartz SUV concept"



HOT STUFF

Distinctive paint finish takes cues from 308 R seen at Paris show in 2014, and new car has electric motors on each axle for 4WD

BASE MAC

New 540C is £17,000 cheaper than the 570S but can still reach 199mph



£126k entry-level McLaren revealed

A NEW entry-level McLaren 540C has been unveiled at the Shanghai show, joining the 570S in the brand's Sports Series range.

With prices starting from £126,000, the new entry-level McLaren will go up against the Porsche 911 Turbo and Mercedes-AMG GT (driven on Page 40). That means it's £17,250 cheaper than the 570S, at

£143,250. Billed as "the most attainable McLaren yet", it'll share its platform with the 570S, using the same carbon fibre chassis and aluminium body panels.

But unlike the 570S, the 540C gets tweaked dampers for a more comfortable ride, and subtle styling changes. All 540C models get unique aero blades below the

front bumper, designed to channel air through the bodywork and over the bonnet towards the rear of the car.

The mid-mounted 3.8-litre twin-turbo V8 delivers 533bhp (29bhp less than the 570S), giving a 0-62mph time of 3.5 seconds. The 540C can be ordered now, with first deliveries early in 2016.



news in brief



Six millionth Land Rover rolls off line

LAND Rover is celebrating building its six millionth production model in style. The landmark car is a white Range Rover LWB Vogue SE, and it has taken pride of place on the company's stand at the Shanghai Motor Show.

It's a subtle affair, however, as the only alteration is a new projector puddle light marking the occasion (above). The first Land Rover 4x4 rolled off the line in 1948, and the Range Rover celebrates its 45th anniversary this year.

Prices revealed for revamped Evoque

THE firm has also announced pricing for the facelifted Range Rover Evoque.

The chic SUV will kick off at £30,200 in base eD4 SE spec. This features a 148bhp diesel engine and is claimed to be the brand's most efficient model ever, delivering 68mpg and emitting 109g/km. The 178bhp TD4 adds £2,600, while the nine-speed auto-only 237bhp turbo petrol starts at £43,000 in Dynamic Lux spec.

Wraps come off V8 Range Rover pick-up

IF the normal Range Rover is too understated for you, German tuning firm Startech has unveiled this madcap pick-up version (below), on display this week at the Shanghai Motor Show.

Don't expect to be loading it up at your local DIY store, as Startech claims it is aiming it at Asian markets as a luxury SUV that can hold a falconry cage for hunting. The loadbed is complemented by a striking bodykit and 23-inch alloys, while the 5.0-litre supercharged V8 gets tweaked to produce 519bhp.



Next Government urged to issue guidelines on in-car tech safety

Fears over distracting tech
IAM wants Parliament to act



Graham Hope
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AE THE Institute of Advanced Motorists (IAM) has laid down its blueprint of key priorities it would like the next Government to tackle to try to improve road safety.

In an exclusive interview with Auto Express, IAM chief executive Sarah Sillars said she had four key areas she hoped would be looked at after the General Election is decided on 7 May.

And top of the list is addressing the growing concern that in-car tech is proving a distraction for drivers. Connectivity is a key battleground for car makers, but the IAM believes the likes of smartphone mirroring, social media interaction and sat-nav programming present a danger for motorists.

Said Sillars: "Cars are so advanced that they have become surrogate living rooms. But we are concerned about the distraction element of driving." The IAM believes Britain should follow the example of the US, where guidelines were issued in 2013 that encouraged car makers to limit the distraction risk of cabin tech.

They recommend the maximum time a driver should take their eyes off the road to perform a task at any given time is two seconds. Added Sillars: "Technology has moved too fast for Government. We need research-based guidelines that highlight distraction is an issue."

Other post-Election priorities for Sillars include the introduction of the long-awaited

EXCLUSIVE



ACTION CALL

IAM chief exec Sarah Sillars told deputy editor Graham Hope that more needs done on car tech



and much delayed green paper for young drivers, the reinstatement of road safety targets and support for driver risk management. Sillars added that the IAM had hoped road safety would

receive more attention in the run-up to Election day. "I am genuinely disappointed none of the parties has featured road safety in their manifestos," she said.

PAGE 20: The key manifesto promises



...As IAM calls for older driver help

SARAH Sillars also told Auto Express that Government and GPs needed to better prepare elderly drivers for the future.

The number of older motorists on UK roads is only set to increase with the ageing population, and the IAM wants action. It doesn't support compulsory testing at a certain age, but Sillars said talking about it shouldn't be a taboo.

"We need support with information and help from GPs and some kind of voluntary assessment of your driving," she told us. "Government and medical professionals need to take it much more seriously."

"As population ages, number of older drivers on roads is set to rise"

ALHAMBRA UPDATED

SEAT has revised its Alhambra MPV (below), with mechanical tweaks and clever tech giving up to 15 per cent better efficiency, and all cars now meeting Euro 6 emissions rules. The base 2.0 diesel claims 57.6mpg and 130g/km. The Alhambra also gets SEAT's Easy Connect infotainment and multi-collision autobrake, plus a Blind-Spot Sensor is available.



MG's first-ever SUV spied in UK

MG is readying a new Nissan Qashqai rival, called the GS, for 2016. And Auto Express reader Paul McCann has spied the SUV on test in the UK with the lightest disguise yet.

He saw it at Leigh Delamare Services on the M4 in Wiltshire to give us our best look so far at the new car. It's been toned down from 2013's CS concept, and shares design cues with the rest of MG's range, including the single-bar grille and sharp side creases.

Gone is the concept's wraparound front window, but the angled roofline and rear screen, curved bootlid and rugged stance remain. While Paul didn't manage to get a shot of the interior, expect a seven-inch touchscreen, similar to the new MG6's.

We looked up the reg, and found this prototype has a 1.5-litre petrol engine – probably a turbo with at least 150bhp. This will be offered alongside MG's 1.9-litre DTI

SPIED



"It's toned down from 2013 concept, but shares cues with other MGs"



Lightly disguised MG SUV was spied at services on M4

diesel, with a similar output. The GS sits on owner SAIC's new scalable platform.

It's set to star at next March's Geneva Motor Show, and go on sale soon after, priced from around £14,000. A smaller Nissan Juke rival is set to follow in 2017.



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On the road in BMW's hi-

■ We drive early version of gadget-laden limo taking fight to S-Class



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AE BMW is throwing its engineering might at the new 7 Series in a bid to finally knock the Mercedes S-Class off its perch.

The new version of the much-loved luxury limo debuts a raft of clever technology and industry-first construction materials that will soon appear on more accessible BMWs. And we drove an early prototype at the top-secret Miramas test site in the south of France.

BMW started from a blank sheet of paper for its latest car, beginning with the way it's built. Key parts of the passenger cell are made from carbon fibre-reinforced plastic, reducing weight and lowering the 7 Series' centre of gravity. Overall, the new model weighs 130kg less than before and is around 300kg lighter than an S-Class.

Under the conservative styling, BMW's engineers haven't only been devising new building techniques, but also new oily bits. To appeal to a wider spectrum of customers, this 7 Series is not only sportier but also more comfortable. New Dynamic Damper Control allows the driver to select a range of suspension set-ups, including a new Comfort Plus setting, which delivers a far more cossetting ride than the old car.

New rack and pinion steering gives greater feel and precision, and the Driving Experience Control has a new 'Adaptive' function. This uses sat-nav data and on-board cameras to read the road ahead, automatically setting up the car to deliver the best driving experience – a system like that used in the Rolls-Royce Wraith.

Other gadgets BMW hopes will tempt S-Class customers include the type of

self-driving tech James Bond used in his 7 Series in the 1997 film *Tomorrow Never Dies*. Find a tight parking space, and you can get out of the car, tap a button on the keyfob and watch as the BMW parks itself.

There's also gesture control, which lets you wave your hand dismissively to reject a phone call you don't want to answer, or twirl your finger in a clockwise or anti-clockwise direction to adjust the stereo's volume.

On BMW's tricky Miramas handling track, it's safe to say this is the most dynamically capable 7 Series yet. While our car was a very early pre-production version, the level of comfort is more on par with the S-Class than ever before. Plus, the new steering and suspension give brilliant feedback, allowing the 7 to handle in a way that belies its size.

Our car had a new 3.0-litre six-cylinder turbo, and while BMW was tight-lipped on its performance figures, we were told it was more powerful and efficient than before. It delivered blistering straight-line pace. This 3.0-litre petrol will join a range of diesels and plug-in hybrids offered in the UK.

Prices have yet to be confirmed, but an insider said that they'd be bumped up to reflect the step-up in tech. So expect the range to kick off at around £65,000 when the 7 Series arrives in November.

Auto Express Verdict

THE 7 Series has some clever gizmos up its sleeve, like remote control car parking and gesture control. As ever, it offers us the first glimpse at the type of technology we can expect to see on all more affordable BMWs in the future – and on this first impression, the future looks good.

FIRST DRIVE



MORE FUN

Early prototype impresses our man Batchelor at Miramas test facility with mix of comfort and handling agility



■ RETRO COLOURS RETURN

CAR valuation experts claim retro colours are making a comeback.

There's been a resurgence in interest in models painted green, beige (above), gold, bronze, brown, yellow and orange. CAP said these shades had been shunned by drivers since their seventies heyday.

CAP's Philip Nothard said: "You can't underestimate the power of 'retro chic' in the world of consumer taste. People are actively searching for used car alternatives to the new car market's mainstream offerings."

X-ray specs help MINI drivers park



GLASS ACT

'Goggles' give an alternative to head-up display, and work with all-round cameras to provide 'X-ray vision'

MINI has created a set of virtual reality 'goggle'-style glasses that you can wear while driving, and displayed them at the Shanghai Motor Show this week.

The Augmented Vision goggles were developed by telecoms giant Qualcomm as a cleverer alternative to a head-up display, and can display navigation instructions, speed warnings and even help you park. They also claim to be able to safely display text messages in the driver's line of sight.

The most interesting feature is 'X-ray vision'-mimicking tech. This uses cameras mounted around the car to display an external view through the bodywork, allowing for easy manoeuvring.

It's just a design concept for now, but Qualcomm's Jay Wright claimed it's "a compelling example of what's possible today and what we can expect in the future".

tech new 7 Series



REMOTE PARKING Stress of parking in tight spaces is a thing of the past. Driver can climb out of the car, press a button on keyfob and the 7 Series does it all by itself



CARBON FIBRE Body is made from carbon fibre-reinforced plastic to reduce weight and, in turn, improve handling



HANDS UP Gesture control allows you to reject phone calls, and there are touch-sensitive screens, too



news in brief



Special Mulsanne Speed unveiled

BENTLEY has revealed the Mulsanne Speed Blue Train (above) to mark the 85th anniversary of a race from Cannes to London won by its then chairman and three-time Le Mans 24 Hours champion, Woolf Barnato.

Produced by Bentley's coachbuilding division, Mulliner, and limited to four cars, the Blue Train features historical references and modern interpretations of design details from the original Speed Six driven by Barnato back in 1930.

Lotus to build cars, engines in China

LOTUS' parent company DRB-HICOM has signed a joint venture agreement between Lotus UK and Goldstar Heavy Industrial Co. The agreement will see Lotus-branded cars and engines built in China – currently the world's largest market for new cars.

The venture will initially see the creation of a new company that will undertake R&D. Lotus' UK HQ in Norfolk will continue to exclusively build the Evora, Exige and Elise models, though.

Price is right for fresh Kia Picanto

KIA has announced full pricing details for its revised Picanto (below). The range kicks off at £8,345 for the three-door and £8,545 for the five-door in base 1 spec, with a 68bhp 1.0-litre petrol engine.

Other trims comprise 2, 3, 4 and flagship SR7 spec, while the only other engine for now is a four-cylinder 1.25-litre petrol with 84bhp. Both units will be updated in the autumn to comply with Euro 6 emissions regulations.



SPIED

ON TEST Countryman was spotted testing at Nürburgring, and it's bigger than model it replaces



Next Countryman is up and running

FANS of the MINI Countryman can rejoice as a sharper, more stylish model is coming.

Prototype testing is well underway, as these spy shots from the Nürburgring race track in Germany show, ahead of the new five-door crossover's debut next year.

The Countryman is based on BMW's new UKL1 platform, which will underpin

a total of 11 front-wheel-drive models – it's already used on the MINI hatch and the BMW 2 Series Active Tourer.

The new car looks lower and more squat than the model it'll replace, and as the new MINI Clubman estate is being repositioned as more of a VW Golf rival, the Countryman will be bigger to reflect

its new place in the market, too. It will launch in the middle of next year with a range of three or four-cylinder turbocharged petrol and diesel engines, with hot Cooper S and JCW versions set to follow, and push power closer to 250bhp. Four-wheel drive is expected to be offered again, and a plug-in hybrid powertrain is even in the pipeline.

Mondeo heads posh Ford push

■ Vignale brand aims to tempt buyers from executive rivals



HIGH-END STYLE Range-topping Mondeo gets high-quality leather, as well as latest technology

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AE FORD is now going after premium brands such as Audi, BMW and Jaguar with the launch of the new range-topping Mondeo Vignale. It goes on sale next month priced from £29,045, and is the first in a string of luxurious models designed to help Ford hang on to aspirational customers.

The Mondeo Vignale will be available as a five-door hatchback or an estate. It gets sound-deadening and active noise cancellation through the speakers – an option that will be rolled out across Ford's range in due course. Unique hexagonal quilted leather ups the luxury on the inside, while a 12-speaker stereo and the latest infotainment system are also standard.

On the outside there's a Vignale-specific hexagonal mesh grille, splashes of chrome



on the door cladding and door mirrors, plus LED headlights, while 18-inch alloys fill the wheelarches. Engines include a 207bhp bi-turbo 2.0 diesel, a 237bhp 2.0 EcoBoost petrol and a 184bhp petrol-electric hybrid.

As well as buying a car, Vignale customers are signing up to a unique experience. The models will be sold through one of 54 flagship FordStores in the UK, all kitted out with Vignale lounges designed to pamper customers when they visit. Not that

they have to visit a dealer at all – collection and delivery for servicing can be arranged through a Vignale relationship manager, while a Vignale OneCall line is available for 24-hour customer support.

A Vignale version of the new S-MAX has already been confirmed, and will follow a few months after the Mondeo. Beyond that, Ford is staying tight-lipped for now, although it's believed that the Kuga SUV and new Galaxy MPV are next in line.



ROELANT DE WAARD

Ford marketing vice-president

Q What are your sales targets for the Mondeo Vignale?

A "It's not so much a target, but considering 70 per cent already buy Titanium, in my mind I am thinking around 10 per cent of Mondeo sales."

Q Is the Vignale sub-brand a reaction to being squeezed by cheaper and more premium car makers?

A "Everyone is looking for new opportunities, so just as premium manufacturers are looking to go smaller and more affordable, we're pushing back towards them. There are lots of customers who are more than happy with Ford, and we want to give them no reason to want to leave the brand."

Q What other models are next in line for the Vignale treatment?

A "The only models confirmed at the moment are the Mondeo and S-MAX, but we will have other entries in due course. These two models have the highest uptake of high specification, so they are the most logical choices."

Bolder new Astra spied on test

VAUXHALL is well advanced with the development of its next-generation Astra hatch, which our spies have caught on test wearing a heavy disguise.

The Astra is scheduled to go on sale in 2016, and is the most important car in a new model offensive from Vauxhall that has already spawned the new Viva city car, hot Corsa VXR (driven on Page 8) and warm Adam Grand Slam. The new Astra will go head-to-head with the revised Ford Focus and next-generation Renault Mégane.

Its styling is much more dynamic than that of the current car, with the sharper new family face and sloping roofline evident on this five-door prototype.

A familiar range of three and four-cylinder petrol and diesel engines will feature, including the all-new 113bhp 1.0-litre petrol from the Corsa.

ON MOVE

Spies caught Astra on test ahead of 2016 launch, and disguise hides more dynamic look as car gears up to rival likes of Focus and Mégane



Qoros' Juke may be heading here

CHINESE company Qoros showed off the Qoros 2 small crossover concept at its home market motor show in Shanghai. The Nissan Juke-sized car is the third model we've seen from Qoros and it gets a 1.8-litre turbo petrol engine.

The new model is predicted to debut in China at the end of 2015, but there is still no word on European production. Qoros is, as yet, unavailable in the UK, but the company told Auto Express at the Geneva Motor Show that it could launch in Europe in the next two to three years.



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Fuel consumption figures in mpg (l/100km) for the New Kia Picanto 'SR7' special edition are: Urban 52.3 (5.4), Extra Urban 78.5 (3.6), Combined 67.3 (4.2). CO₂ emissions are 99g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Kia Picanto 3-dr 'SR7' 1.0 68bhp 5-speed manual @ £9,610 including metallic paint with £700 customer saving. Non offer price £9,845. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/15 and 30/06/15. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 and 37 month terms. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.

ELECTION 2015: Which is

■ We break down manifestos ■ But motoring issues take back seat



Many of the parties back investment in zero-emissions cars like BMW i3 and Kia Soul



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AE WITH the General Election just two weeks away, all the major UK parties have revealed their manifestos in order to secure the public vote.

But while many of them have previously talked of halting the war on motorists, car owners have been largely ignored in the latest manifestos, even vilified by some.

The Labour Party makes scant mention of motorists, the Conservatives mostly repeat what they have promised before, while the Lib Dems are focusing on diesel car owners.

Meanwhile, the Green Party is calling on people to ditch their vehicles for public transport. UKIP, however, wants toll roads abolished – yet offers no detail on how to fund the upkeep of these roads – and no Europe-wide pay-as-you-go driving scheme (although no such scheme has been floated). The Scottish National Party hadn't presented its manifesto at the time of going to press. Something

that's absent from the Tories' manifesto – and also from every other party's – is the issue of fuel duty, which is currently the biggest tax on motorists.

RAC chief engineer David Bizley criticised the Tories for leaving this out. "There is no commitment to continuing the freeze on fuel duty in the long term," he said. "Indeed, it is lacking in other parties' manifestos."

"We call on all the main political parties to make their position on fuel duty clear, so motorists are not hit with a nasty surprise when the new government takes office."

So, who will get your vote in the General Election? We've pulled out all the pertinent policies for motorists to help you decide.

PAGE 130: Read Mike Rutherford's view

"There is no commitment to continuing the freeze on fuel duty in the long term"

David Bizley RAC chief engineer



■ ROAD FUNDING

Has committed 15 billion to alleviate traffic hotspots, build more lanes and fix potholes.

■ ZERO EMISSIONS

£500 million to help make every car and van zero emissions by 2050.

■ SAFER CYCLING

£200 million to increase journeys made by bicycle and make them safer, too.

THE Conservative Party kicked off the motoring section of its manifesto by reminding us that it had frozen fuel duty during its time in power.

While it promised that any prospective rise would also be frozen in the Budget in March, there was no mention of it here.

Instead, the Party concentrated on reiterating its promise of £15 billion for building 1,300 extra lane miles on UK roads and enough funding to fix 18 million potholes.

This is the first we'd heard of its plans for all vehicles to be zero emissions by 2050 with the help of £500 million funding. Elsewhere, it focused on HS2 and cycling.



■ ROAD FUNDING

No figure, but "will support long-term investment in strategic roads".

■ LOCAL REPAIRS

Claims that it will address neglect on local roads – fixing potholes etc.

■ OTHER TRANSPORT

Will continue to support HS2 rail link and further promote cycling.

THERE may not have been much to interest motorists in any of the manifestos, but Labour was the most guilty of ignoring drivers' needs.

In the whole document, all it said was: "We will support long-term investment in strategic roads, address the neglect on local roads and promote cycling."

That will offer up little hope for motorists who may have wanted to see plans on fuel duty, speed cameras and even road tax.

As with most of the parties, it's the HS2 rail link that dominates, with Labour stating that it will continue to support it but do so while lowering the amount of money invested.



Sharper new Transporter revealed

VW has unveiled its new Transporter in a showpiece event in Amsterdam, and it's expected to arrive here later in 2015.

The T6's launch comes 65 years after the T1 debuted, and the newcomer was shown in panel van, Caravelle MPV and Shuttle minibus guises. It features VW's latest styling, including a full-width grille

that merges into the headlights, and promises to be more car-like than ever.

Higher-spec models can be specified with LED headlamps, plus a host of safety features found elsewhere in the VW range.

Inside, the Transporter feels like an overgrown VW passenger car, with plush materials and an infotainment system

from the Golf. A familiar range of 2.0-litre diesels will be available, yet VW says they're up to 15 per cent more efficient than before, with all but the panel van meeting Euro 6 emissions rules.

The California camper van version will join the range towards the end of the year, just after the original trio launch.



■ VIRTUAL GTI RACER IS GO

FROM one new VW in the metal to another launched digitally... The brand has added another supercar to its fleet for racing game Gran Turismo Sport on the PlayStation3.

The GTI Supersport joins the roadster, and keeps the Golf GTI's silhouette, but has a huge rear wing, bulging wheelarches and deep bumpers. It has a 503bhp V6 petrol engine and a seven-speed dual-clutch box, and hits 186mph-plus.

Plus, all-wheel drive helps the car blast from 0-62mph in 3.6 seconds.

the drivers' party?



■ TAX ON DIESELS

Wants separate tax banding for diesels to promote cleaner fuels.

■ ZERO EMISSIONS

Only zero-emission vehicles to be on the roads in the UK by 2040.

■ DRIVERLESS CARS

Review best way to keep regulations updated for use of driverless vehicles.

THE Lib Dems continued their attack on polluting cars and called for cleaner motoring in their manifesto.

Firstly, the party wants a complete overhaul of the Vehicle Excise Duty (VED) system, in order to lower greenhouse gases and other harmful emissions. It also says diesel cars should be put in separate bands.

There was a repeat from the Lib Dems that all vehicles, bar freight transport, on UK roads should be zero emissions by 2040 – a full 10 years before the Tories' proposed date. Part of this was also pushing for hydrogen fuel infrastructure.

Finally, it was the only party that made any mention of driverless cars.



■ END ROAD TOLLS

Remove tolls and allow existing contracts on toll roads to expire.

■ PAY-AS-YOU-DRIVE

Oppose pay-as-you-go road charging or attempts to introduce them.

■ HOSPITAL PARKING

£200million to make parking at hospitals free for patients and their visitors.

THERE was a whole host of policies from UKIP surrounding motorists. One of these was to put an end to hospital car park charging for patients and their visitors.

Other policies included removing toll roads where possible and allowing contracts to expire on those that cannot be withdrawn. UKIP is also opposed to any Europe-wide pay-as-you-go road charging scheme, which it claims could creep in.

Plus, it called for speed cameras to only be used in accident blackspots – not as a revenue-raiser by councils.

There was good news for classic car owners, as UKIP said it would abolish VED on cars over 25 years old.



■ SCRAP ROAD PLANS

Plans to pull £15billion road fund and use it to subsidise public transport.

■ 20MPH LIMITS

Speed limits of 20mph for residential areas, monitored by cameras and police.

■ GUILTY DRIVERS

Presumed liability for drivers involved in an accident with a cyclist or pedestrian.

THE Green Party included some interesting policies in its manifesto surrounding motorists.

The first is to take away the £15billion the coalition has promised to spend on creating new roads. It wants some of this redirected to fix potholes and badly damaged roads, while the remainder will be used on subsidising public transport.

The Green Party also wants 20mph speed limits in residential areas, including main roads where people live and work.

Lastly, it wants to presume liability for drivers involved in an accident with a cyclist or pedestrian.



Mat Watson

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Video watch

AT autoexpress.co.uk/videos this week, our reporters bring you live vlogs from the stands at the Shanghai Motor Show.

Mercedes' stunning GLC Coupé unveiled



THE new GLC Coupé Concept points to Mercedes' second entry in the growing coupé SUV market – and after it debuted on the stands at Shanghai this week, you can bet it's already causing concern at BMW, as it looks much more stylish than the X4 it's aimed at. Read all about the car in our story on Page 10, then check out its gorgeous shape and neat detailing in our video.

Peugeot's 493bhp hybrid 308 is here



TAKE a 308, fit the RCZ R's 276bhp 1.6-litre turbo, then add electric motors on the front and rear axles. That's what Peugeot's done, and as you can read on Page 12, the 308 R HYbrid has 4WD and a total output of around 500bhp. Could it be the brand's most exciting car ever? Watch our vlog to find out.

You can watch any of our videos on your phone
Simply scan this QR code.



STYLING

R-Line pack adds large bumpers, custom side skirts, rear spoiler, dual exhaust and sporty diffuser



VW lifts lid on 217bhp Scirocco GTS

AS the wraps came off the new Transporter, VW was also unveiling the new Scirocco GTS at this week's Shanghai Motor Show.

It comes with a new paintjob, exclusive alloy wheels and an updated infotainment system, with a UK launch date of late 2015.

As before, the GTS uses engines from the existing line-up – the Golf GTI's 217bhp

2.0-litre petrol here – although we expect diesel power to be an option to UK buyers.

All cars get new 18-inch alloys, red brake calipers and the sporty R-Line exterior pack. Wing mirrors are painted black, plus you can spec GTS decals and six different colours.

Inside, there's black headlining, piano-black trim, GTS badges and stainless steel

pedals. There's a load of contrasting red stitching, as well as sporty seats with GTS logos. Options include leather, xenon headlamps and a panoramic sunroof.

The centre console is dominated by the new modular infotainment system – first seen in the Golf Mk7 – although sat-nav remains an optional extra.



Action respray after Astra paint mismatch

■ **CASE STUDY** Reader left frustrated after Vauxhall only agrees to respray part of his Astra GTC

AE Chris Ebbs

THE colour of a car and condition of its paintwork can be a big factor for most buyers, as they understandably want it to look its best when they take it home.

That's exactly how Craig Graham, from Wishaw, North Lanarkshire, felt when he saw a used Vauxhall Astra GTC VXR back in January 2014 in a striking blue colour and wanted it immediately.

However, Craig's enthusiasm was short-lived, as he soon started to become aware of problems and imperfections in the paintwork of his new car.

"After only a few days, I noticed a number of stone chips in the paint on the car," Craig told us. "After numerous phone calls between Vauxhall and my finance company, Vauxhall eventually agreed to meet me with a representative to look into getting a respray."

Craig was hoping that this would sort things out, but he said it took numerous attempts to convince the bodyshop to do the work, because his car had incorrectly fitted bumper extensions and a cracked rear bumper.

Eventually, around 80 per cent of the car was resprayed, but things didn't go completely to plan. "The rear of the car

"After only a few days, I noticed a number of stone chips on the paintwork of the car"

GOT THE BLUES

Reader Craig Graham was unhappy with the way Vauxhall stalled on respray for his GTC

(which was the only part of the car not resprayed, as Vauxhall refused to do this) was a completely different colour to the rest of it," Craig said.

After speaking to the bodyshop again, Craig managed to convince it that the two colours were different, and it agreed to respray the rest of the car to try to match the colours.

We spoke to Vauxhall about Craig's ongoing issues with his car and, in particular, its problematic paintwork.

The manufacturer told us that it would look into the case to try to

ascertain what exactly had happened. And following this investigation, a company spokesman told us: "We've offered Mr Graham £300 as a goodwill gesture."

If you find yourself in a similar situation to Craig, ensure you keep all records of work done by various garages. It could also be worth taking pictures of your car before it goes in for work so that you are able to prove if any damage has happened while in the workshop.

Craig accepted the offer from Vauxhall, and told us: "Thank you for your help on this. I really appreciate it."



Chris Ebbs

Better information about key changes would help drivers get to grips with them

AE WE are inherently creatures of habit, so when something changes that we're accustomed to, we're not always the quickest to keep up or catch on. In the past year, there have been two significant examples of this for motorists and their cars.

The first was the SMART motorways scheme launched by the Highways Agency – now rebranded as Highways England since becoming a private standalone outfit – that began a year ago last week.

The plan was to use hard shoulders as an added lane when congestion got too much. This would all be done with the help of clever gantry signs.

But the Institute of Advanced Motorists (IAM) is concerned that drivers still don't know how to use them and that they are potentially compromising safety.

Whether all of this is down to poor communication from the Agency or drivers unwilling to budge from their old habits – after all, not everyone is keen on driving on a hard shoulder – is up for debate.

Late last year, we saw the demise of the tax disc, and as recent figures have shown, not everyone has got to grips with this. Apparently, the number of motorists being clamped and towed for not having taxed their car has risen by 3,000 a month.

It's not clear whether these are people falling foul of the rules when buying a used car, or the system is just much better at catching those dodging the tax.

What is obvious, however, is that we need time to adapt when such changes happen. That, and better information about what the changes are, perhaps.

Chris_Ebbs@dennis.co.uk
@AE_Consumer

"The IAM is concerned that motorists still don't know how to use SMART motorways"



Michael Green has set up a website where motorists can register their protest

Drivers take on DVLA over release of data

Thousands complain over DVLA deal with parking companies

Joe Finnerty

MORE than 45,000 motorists have signed up to back a lawsuit against the DVLA and private parking companies.

Michael Green, who has a background in consumer law, has launched the campaign at *challengefine.com* to get all unfair fines refunded and tackle the DVLA over the release of personal data to the private firms.

Parking enforcement companies paid an estimated £25million over the past five years to the DVLA for vehicle keeper information. This covers an admin fee and the DVLA makes no profit.

The data is used to pursue drivers to pay up, but Michael doesn't think this is right. He told Auto Express: "I want the parking scam to end – it's wrong. I'm unhappy with a legal system that purports to help people on paper but in practice doesn't do much."

So far, Michael has 45,764 backers online and he is now trying to fund his court action. He said: "If the DVLA loses it faces a big payout for compensation to millions of drivers."

The DVLA said data is only given to private parking companies that are members of an Accredited Trade Association. This promotes fair treatment of motorists and lays down a clear set of standards, including an independent appeals service.



SO you've found the used car you want advertised described as 'immaculate', with a three-month warranty from the garage.

After 3,000 miles and just over three months, the engine develops a water leak – diagnosed as a cylinder head gasket failure. You ring the garage only to be told: "Your warranty ran out last week." Is there anything you can do?

Yes, there is, under the Sale of Goods Act 1979. First, write a letter or E-mail to the garage headed "Letter Before Action" telling it what's happened, giving it an opportunity to fix it. Ask for a response in seven days, or threaten further action.

If it refuses, write another letter telling it an independent expert will inspect the engine. Invite the garage to agree on the expert if the case goes to court.

The expert will produce an independent report on what failed and why, and this'll be used to decide who is liable. If the garage refuses to agree on the single joint expert or disputes the findings, you'll have to take the case to the small claims court.

Your claim will be a breach of the Sale of Goods Act and the Misrepresentation Act. The goods were not of satisfactory quality or fit for purpose, not as described and were innocently misrepresented – ie the car was clearly not 'immaculate'.



Inbox What do you think?

Contact **Joe Finnerty**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Citroen Aircross concept

FROM: blue mike IT'S interesting that the SEAT 20V20 crossover concept and this emerged at the same time. The contrast is like night and day. The SEAT is handsome and elegant with minimal clutter, while the Citroen Aircross looks a complete mess to me.

FROM: ANT28 THERE will be those who only like Bauhaus car design, but then there are many of us who prefer a completely new direction. So, Citroen, I congratulate you with the new Aircross concept. This, if followed through, will be a fresh look for our eyes.

OPENING UP

Readers have contrasting opinions on Citroen's Aircross SUV concept



Join the debate at www.autoexpress.co.uk

■ "Looks nice, but the gap between the concept and final production offering is often disappointing." **RS Chamois**

■ "It could take on the MINI Paceman or Countryman or, if it turns out bigger, the BMW X3, Range Rover or Audi Q5." **Phil**

■ "I don't see any mention of 4WD on this concept. Citroen needs to get a good system developed." **Conejito Icco**

Nanny state foisting driverless cars on us

FROM: Derek Johnson IS the perceived Government push for driverless cars yet another wedge into the independence that private cars have allowed motorists? I feel we're walking into total control by the nanny state. Speed and direction will be regulated, and we'll pay by the mile.

Insurance cover for bikes already exists

FROM: Paul Imber A SPECIALISED insurance policy for bikes (Inbox, Issue 1,363)? Yeah, right. Most household contents policies include liability cover for the use of bicycles for liability for the loss, damage, injury and suffering caused to third parties.

I would love to buy Toyota three-wheeler

FROM: Douglas Schwab YOUR Big in the City feature (Issue 1,362) prompted memories of schoolboy sketches in the seventies. I penned thousands of variants of a three-wheel leaning car only to now see Toyota doing the same. My hope is complex hourly rental systems don't kill it. I'd like to buy a 40-year-old fantasy.

Parents must share blame for school chaos

FROM: Samuel Brooks I READ your article on child deaths near schools with a heavy heart (Issue 1,362). I don't think a lower speed limit is the answer. Parents need to accept their parking and laziness are to blame. Parents shouldn't be able to park within a mile of the school. Flout the rules and you get an on-the-spot fine.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA): 0117 954 3300



EVER READY

Our man gives i3 a quick top up at Amersham's only plug-in site, which has two 3kW outputs for charging car at glacial rate using one of our cards. It's easy to find on sat-nav map

Otis Clay



AMERSHAM TO AM

340 MILES IN OUR ELECTRIC BMW i3

Can you really cross continents in an EV? And is the infrastructure any better abroad than it is here? We went on an epic road trip to find out



Mat Watson
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@mat_watson

AE SINCE 2013, the number of plug-in vehicles on the UK's roads has tripled, according to figures from the Society of Motor Manufacturers and Traders. But just how viable are these cars for longer journeys and how easy is it to make the most out of their money-saving battery tech?

To find out, we decided to drive our favourite plug-in hybrid, the BMW i3 Range Extender, from Amersham in Buckinghamshire to Amsterdam – as the Netherlands has the second highest concentration of plug-in cars in Europe.

Where possible, we'd try to run the i3 in pure EV mode, using its on-board petrol generator to top up the batteries only when necessary. But even with this class-leading car at our disposal, the 340-mile road trip wouldn't be simple.

In fact, it turned into a comedy of errors, as we had to contend with faulty charge units, phantom charging sites, occupied parking bays, incompatible cables, unauthorised charge cards and even a fault with the car itself.

But let's go back to the beginning and why we chose to start from Amersham. Situated just outside the M25, the town is hardly a bastion of electric motoring, and highlights that the UK trails its European neighbours by some distance in the switch to battery-powered cars.

According to *zap-map.com*, Amersham has just one charge location with two sockets. And they are the normal three-pin 13-Amp type you find in your home. Charging at a rate of 3kW, they would take eight hours to replenish the i3's batteries. That's longer than it should take to drive to

“Amersham's 3kW plug-in site takes longer to revive i3 than it should take to us drive to Amsterdam”

Amsterdam! In stark contrast, the Dutch capital is bursting with 1,100 sockets – around 50 per cent more than even London has. Charging there shouldn't be a problem. But getting there in the i3? That's a different story...

Driving an electric car for any kind of distance requires a considerable amount of planning. The i3's sat-nav will find the nearest charging station if you start to run low on juice. But when you're travelling a long way, you don't want to end up at a slow 3kW or even a 7kW AC charging point waiting for hours as power trickles into the car.

What we needed were rapid DC chargers. These can take the i3's batteries to 80 per cent capacity in just 30 minutes, and really, without these, longer journeys in an EV aren't viable. So we planned our route on Google Maps, then used a mixture of *zap-map.com*, *ccs-map.eu* and *my.thenewmotion.com* to find rapid chargers at appropriate points along the way.

As well as using the ChargeNow card BMW supplied with the i3, we signed up to rival provider Charge Your Car. Together, these should have given us access to most of the available charge locations, both in the UK and in mainland Europe. With such thorough planning, what could possibly go wrong?

While BMW claims the i3 will cover up to 100 miles on electric power from a full battery, the reality is more like 60-70 miles. So by the time we arrived at our start location in Amersham, the cells were already half empty. And as the charger here is a 3kW site, in the 30 minutes we spent taking photos, only a few miles had been added to the range.

As we set off, the trip computer said we had just 31 miles of EV range, yet the first DC rapid charger was 33 miles away at Cobham Services on the M25 in Surrey. Would we have to rely on the car's 647cc two-cylinder range-extending engine from the start?

Switching into EcoPro+ mode limited the i3's speed to 56mph, dulled the normally instantaneous throttle





ON ROAD

Range anxiety was an issue as Mat hit M-ways, but he was able to charge the car at services on M25 and M20, before boarding the EuroTunnel for the Continent



HIGH SPEED We followed autoroute through Belgium and towards Holland, with sat-nav showing plug-in sites as battery charge tumbled. But we held out for a fast charger to save time

response and minimised the drain of the air-con. This added a vital extra 10 miles of range – and ensured we arrived at the services with four miles left in the batteries.

There, we were greeted by two DC charging points: one with the BMW-compatible 'Combo' connector; the other with the CHAdeMO hook-up, which works with the Nissan Leaf. Imagine how ludicrous it would be if different makes of car had to use different types of fuel filler nozzle.

After a snack and a toilet break, we were on our way to our next DC charge location on the M20 in Kent, then headed to the Eurotunnel, where the car attracted lots of attention from fellow drivers and customs officers. It seems not many EVs travel to Europe.

As we headed through France towards Belgium, the i3 warned us of its dwindling charge, suggesting places to top up its batteries. But we'd already spent well over an hour charging, so we let the range extender take the strain until we could reach a rapid DC charger near Ghent. Unfortunately, this didn't accept either of our charge cards. We'd have to press on to the next DC charger, allowing the range extender to burn petrol.

There was supposed to be one at a Carrefour supermarket in Schoten, Belgium. But after scouring the site with no luck we spoke to a member of staff, who told us it didn't exist. So instead we filled up the i3's tiny nine-litre petrol tank and carried on to the next location. A few miles later, though, an error light flashed up on the car's

STERDAM



Inside story



FILL-UPS Mat's difficulty in recharging i3 meant a reliance on range-extending engine, but tiny fuel tank forced him to keep filling up. Still, economy impressed, at around 40mpg

screen. It said there was a problem with the drivetrain; we were safe to continue, but it needed checking.

Eventually, we came to our final DC charge stop at Oosterhout, 60 miles from Amsterdam. But again, when we tried the charger it didn't accept either card, even though it should have been Charge Your Car compatible. We rang a number on the unit – thankfully the call centre operator spoke fluent English. After a long (and probably expensive) conversation, they authorised the charger remotely.

A full charge would have seen us all the way to Amsterdam. But at about 70 per cent full, the charging suddenly stopped. Another lengthy phone conversation later, it was decided the unit had broken. Brilliant!

It looked as if we'd have to use the i3's petrol engine for the rest of the journey, but when we set off, a nearby charge location flashed up on the sat-nav, so we decided to take a detour and make a stand for the pure EV mode.

The site was at a Toyota garage, but when we tried to plug the i3's AC cable into the vacant socket, we realised Toyota uses a five-pin AC system, as opposed to BMW's seven-pin set-up. Once again, a lack of joined up thinking was turning our electric dreams into a nightmare.

We finally crawled into Amsterdam just before midnight – we'd spent about 14 hours doing a journey that should have taken only seven. And as we drove through the streets with the i3 Range Extender's thrum ringing in our ears and its warning light still ablaze, the many charging bays we passed seemed to be occupied for the night. While the city has far more plug-in sites than London, it also has far more EVs.

Fortunately, our hotel's underground car park had eight vacant charging bays. Each had the right connection, and all were operated by My The New Motion – Charge Your Car's affiliate. Result! Well, almost... our card still didn't work.

Early the next day, we contacted the firm to find out what was happening. We also visited BMW Amsterdam to investigate the car's fault. Turns out the card hadn't been set to operate in the EU, even though we had explained the nature of our trip. This was a quick and easy fix.

As for the car, a technician told us the cable carrying charge from the petrol generator to the battery was faulty. So while the i3 was safe to drive, the range extender could have stopped being able to top up the batteries at any time.

Still, after the debacle of the day before, we decided to take a risk and rely mainly on the range extender for our return drive to the UK – after all, the i3 comes with EU-wide breakdown cover. We started with a full battery courtesy of BMW Amsterdam's DC charger, and also stopped off at the Oosterhout location from the previous day. Thankfully, the charger and our charge card were now fully operational.

But this was the last time we charged the car. In the UK, all the DC charge sites we visited on the M20, M25 and M40

“While Amsterdam has far more plug-in points than London, it also has many more EVs that use them”

“Sat-nav sent us to Toyota garage with EV point, but it used five-pin AC, rather than BMW's seven-pin”



EV GLITCH

We plugged in, but found our charge card hadn't been set to operate in EU, so we had to get on the phone

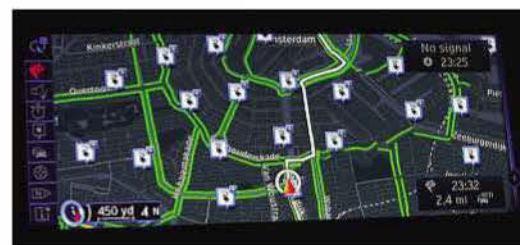


CHARGERS UK vs THE NETHERLANDS

	UK	Netherlands
Total of all cars registered	32 million	8 million
No of EVs and plug-ins	30,000	47,000
Number of charge locations	8,000	12,000
Charge sites London/Amsterdam	900	1,100

were now out of action. Luckily, the BMW's fault never arose, and you can forgive teething problems on cutting-edge tech like this. Plus, although we ended up refilling the small fuel tank lots of times, we calculated that when running on petrol power alone, the i3 averaged a decent 40mpg. And as we weren't hanging around charging the car, the return leg was five hours quicker – and far less stressful.

So what did we learn? Well, whether you're in Amersham or Amsterdam, electricity is still no substitute for petrol for most people, especially on longer journeys. Yet the beauty of the i3 is that it doesn't need to be. Yes, our trip didn't go smoothly, but it didn't dent our enthusiasm for the car. In fact, it only reinforced our view that for an extra £3,150, the Range Extender is an essential upgrade for those wanting to switch to electric power without the worry of being stranded.



WHAT A DIFFERENCE Sat-nav map in Amsterdam shows huge number of charge points, although we found many were occupied by time we arrived; thankfully, hotel had vacant bays

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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Representative 0% APR over 37 months, excludes 208 GTi. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. *The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel (JAF) is subject to status. *Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. This offer is not available in Northern Ireland. All offers available on qualifying vehicles ordered and registered between 01/04/15 and 30/06/15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Information correct at time of going to press.

PEUGEOT 208

MOTION & EMOTION



PEUGEOT



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AE WE first drove the new Audi RS3 on a frozen lake in Ivalo, Finland, back in January, and walked away grinning after sliding around for several hours. But almost any car is fun to drive on ice. This, then, is our first 'proper' test of the RS3 – on the crumbling country roads around Rome and the tight turns of the Vallelunga Circuit.

Thanks to an evolution of its predecessor's 2.5-litre turbo engine, the RS3 is the most powerful hot hatch on sale. With 362bhp and 465Nm of torque, it outguns both the 355bhp Mercedes A45 AMG and the upcoming 320bhp Ford Focus RS. The Audi covers 0-62mph three-tenths faster than the A45, in 4.3 seconds, and hits 174mph.

Want to know what that feels like? Switch the ESC to its intermediate setting, select Dynamic mode in the Drive Select (this opens the flaps in the optional sports exhaust) and slot the seven-speed S tronic gearbox into Sport. Step on the brake with your left foot, floor the throttle with your right, release the brake and hold on tight.

For the briefest moment, you sense all four wheels slip, before they bite and hurl you down the road with a brutality usually reserved for supercars. In your wake, you leave a guttural, snorting soundtrack, with explosions on the overrun and burps from the twin oval exhausts on upshifts.

Acceleration

But a combination of huge straight-line acceleration, a bulletproof drivetrain and a five-cylinder growl has always been the RS3's party piece. With so many talented hot hatches these days, it needs another string or two to its bow to be a class leader.

Now built on the VW Group's MQB chassis, the RS3 weighs 55kg less than the old model, despite its 27bhp power hike. Its 465Nm of torque is also available between 1,625-5,550rpm, so it can be stroked along gently when you're not chasing the limiter. It's 12 per cent cleaner, too, with 34.9mpg economy and CO₂ emissions of 189g/km.

This engine and seven-speed dual-clutch S tronic box are a superb match – both can operate smoothly and silently at pedestrian speeds, before waking up and slamming through the gears with alarming urgency. The steering is quick to react, and while the variable ratio system means you won't have to cross your hands in tight corners, placing the car accurately takes some getting used to.

Our test car was fitted with the standard, fixed-rate RS Sport suspension, as opposed to the optional adaptive magnetic ride, and we suspect the latter is the better set-up to go for. Although things get smoother

"If ever there was a car that demonstrated the benefits of 'slow in, fast out' in corners, this is it"



Audi RS3

FIRST DRIVE 362bhp hatch is very fast, but lacking in fun

when you start to go faster, the Audi's low-speed ride felt a bit too brittle for UK tastes.

There's nothing wrong with the body control on the road, though – you simply tip it smoothly into a bend, wait for the weight to transfer to the outside wheels and use the vice-like grip of the quattro four-wheel drive to blast you out the other side. If ever there was a car that demonstrated the benefits of 'slow in, fast out', this is it.

On track, however, whether we carried too much speed into a corner, chucked the car around or tried to adjust its line with the throttle, we were met by speed-sapping understeer. That wasn't helped by the cars we drove on the circuit being programmed to prevent the ESC being fully disengaged.

In all honesty, though, the Audi's track performance is of little importance. This is a car that, just like its predecessor, has been built to be obscenely fast on roads – not race circuits. Sure, an RS3 that was a little more nimble at the limit would be nice, but

NEED TO KNOW

Although the previous RS3 was only on sale in the UK for a year, it was still incredibly popular, with Audi shifting four times more than it predicted to British buyers



34 FIAT 500X
Trendy new mini-SUV has arrived in Britain at last – and we drive it.

36 HONDA CR-V
We put 1.6-litre diesel version of facelifted SUV through its paces.

38 SUZUKI VITARA
Famous badge is back in Britain as a great-value crossover.

40 MERC AMG GT
Dramatic new 911 rival driven on UK roads for the first time.



Essentials

Audi RS3 Sportback

Price:	£39,950
Engine:	2.5-litre 5cyl turbo
Power/torque:	362bhp/465Nm
Transmission:	Seven-speed twin-clutch auto, four-wheel drive
0-62mph:	4.3 seconds
Top speed:	174mph
Economy:	34.9mpg
CO₂:	189g/km

ON SALE Now



DRIVE SELECT Four modes let you configure the throttle, steering and gearbox responses. Dynamic mode turns up the £1,495 optional sports exhaust to full volume, which is a real treat

PRACTICALITY Standard wing-back sports seats are comfortable, look great and come with diamond-stitched leather. Firmer and lighter bucket seats are optional



Uncluttered, minimalist cabin is beautifully built, as you would expect, while red stitching adds a sporty feel. Red brake calipers (below) also look the part

Running costs

34.9mpg (official)
£62 fill-up



Performance

0-62mph/top speed
4.3 seconds/174mph



AUTO EXPRESS Verdict

IF you get your kicks from grip, stability and immense straight-line speed, then the new RS3 is unrivalled. Like its predecessor, it still lacks sparkle when you push it to the limit, but it makes up for it with sheer brute force and a rip-roaring soundtrack. Keep the Audi away from the race track, and you'll enjoy supercar performance in a practical and desirable package.



that's not Audi's way, and you have to admire the brand for sticking to its guns.

Beyond the driving experience, the RS3 is still hugely desirable. From the silver 'blades' in the front bumper to the oval exhausts, the makeover is subtle but wonderfully executed. And let's not forget, the beauty of this car is that it's a perfectly sensible family hatch when you're not enjoying its ferocity.

As for the £39,950 price? Well, Audi says the average RS3 customer adds 20 per cent to the cost from the options list, so it doesn't appear to be a barrier for customers.



Engine is identical to hatch's, and performance is effortless. Handling is enormous fun as well

Volkswagen Golf R Estate

Performance

0-62mph/top speed
5.1 seconds/155mph



FIRST DRIVE Ultimate Golf has been turned into 297bhp mega estate. Is it a winner?



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AE WE'VE been blown away by the VW Golf R in every environment we've tested it in, so the idea of a more practical, load-lugging estate model had us very excited indeed.

Beneath the bonnet sits the same 297bhp 2.0-litre turbo engine, feeding power to an intelligent four-wheel-drive system. Unlike the hatch, the Estate is only available with the popular and slick six-speed DSG box. It costs just £695 more than the five-door.

The R Estate hauls around a larger, 605-litre boot and an additional 100kg. Its nearest rival, the SEAT Leon ST Cupra, may be a little short in the power stakes with 'only' 276bhp, but it counters with a modest 45kg weight gain in the transformation from hatch to estate. The Golf's rear suspension is slightly stiffer to make up for the extra bulk, but it's impossible to notice on the move.

Like their counterparts at SEAT, VW's engineers have mastered the knack of transferring hatch performance thrills into an estate. Choose Race on the Driving Mode Selection, disengage the traction control and the Golf bites into the tarmac as it rockets from 0-62mph in 5.1 seconds – almost a second quicker than the SEAT and only two-tenths slower than the hatch – while its top speed of 155mph is just an impressive.

This effortless pace is down to peak torque being available from only 1,800rpm,

and peak power coming in around 4,000rpm later. Plus, you don't have to ease off when you get to a corner, as the 4MOTION all-wheel drive allows brutal inputs without devastating consequences.

It may be 307mm longer than the hatch, but the Estate's wheelbase remains the same, so it feels just as beautifully balanced and poised. The steering is responsive and can execute controllable slides, with the safety net of the four-wheel drive system able to redeem any driver error.

As closely matched as the Cupra seems, the Golf trounces it when it comes to sheer enjoyment and outright pace. The VW is a showcase of just how capable and uncompromised an estate can truly be.

Perhaps what's most impressive is its accomplished nature on the road. Optional adaptive dampers allow you to flick between driving modes ranging from Comfort to Race, which perform exactly as they promise. If there's one negative, it's the DSG box, which is compliant in manual mode but reluctant to change down outside of the Race setting.

Still, there's no criticising the Estate's looks. It has presence without being ostentatious, highlighted by beautiful 19-inch alloys, gloss-black bumper detailing and quad exhausts finished in chrome. VW has also made the car look more handsome than the hatch – something that justifies the £695 price premium on its own.



NEED TO KNOW
Golf R and GTI sales are almost equally split, despite a near-£4,000 price difference



Pete Gibson

Essentials**Volkswagen Golf R Estate**

Price:	£33,585
Engine:	2.0-litre 4cyl turbo
Power:	297bhp
Transmission:	Six-speed auto, four-wheel drive
0-62mph:	5.1 seconds
Top speed:	155mph
Economy:	40.4mpg
CO₂:	164g/km

ON SALE Now

EQUIPMENT Golf R Estate is as lavishly equipped as the hatchback, with Drive Mode Selection, sat-nav and Alcantara trim. LED daytime running lights are also included as standard



PRACTICALITY Boot space hasn't been affected by addition of four-wheel drive, so you can increase capacity from 380 litres to 605 litres. Rear seats are comfortable and offer plenty of room

Auto Express Verdict

THERE aren't many cars out there that offer the kind of accessible performance you get with the Volkswagen Golf R Estate. And considering the obvious practicality benefits it offers, a £695 premium over the hatch is a small price to pay. It fits the bill as the only car you'd ever need, but, more importantly, in the real world it's good enough to be the only car you'd ever want.

**Volkswagen Golf Alltrack****FIRST DRIVE** Four-wheel-drive family estate serves up rugged appeal

Body control is good despite the 20mm hike in ride height



Part-time four-wheel-drive system works well in mild off-roading; sat-nav is standard, as is DSG on higher-powered version



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THE new R model (left) proves the VW Golf is one of the best estates out there, but in a world of SEAT Leon X-Periences and Skoda Octavia Scouts, its range still looks a bit limited. So, to broaden its appeal even further, the company has also introduced this rugged Alltrack model.

The Golf Alltrack is cut from the same cloth as the bigger Passat Alltrack, which means it adds a 20mm increase in ride height, all-wheel drive and distinctive body cladding. All of these are features you'll also find in the Leon X-Perience and Octavia Scout (tested on Page 94).

In fact, the trio share a close relationship, with the platforms, engines and gearboxes featuring across all three. In the Alltrack, Volkswagen predicts the 148bhp and 181bhp versions of the 2.0-litre diesel will see a similar sales split, with the higher-powered model tested here costing £2,480 more than the entry-level TDI. A six-speed twin-clutch automatic DSG gearbox is included in that price, though.

The Alltrack is designed to work both on and off-road, so the 4MOTION all-wheel

drive system will channel power to both axles only when it detects a loss of traction. In everyday driving, the Alltrack is simply front-wheel drive, which keeps down costs – Volkswagen claims the car will do 56.5mpg and emit 132g/km of CO₂.

There are no striking differences from the way a standard Golf Estate drives, with the same reassuring handling, neat body control and prompt response from the engine. The added 20mm to the ride height does deliver a slightly more cushioned ride, but only across more rutted surfaces.

A quick expedition off-road proved the Alltrack capable of tackling the worst it's likely to face in the real world. Daunting inclines and broken surfaces don't impede progress, because the system sends drive to all four wheels almost instantly.

The Alltrack is one of the more distinctive models in the Golf line-up, with chunky bumpers, flared sills and unique alloys marking it out. Kit includes sat-nav, Bluetooth, alloys and adaptive cruise.

The thorns in the Alltrack's side are SEAT and Skoda, as the equivalent Leon X-Perience is £1,725 cheaper, and the Octavia Scout costs a huge £2,390 less.

PAGE 33: Volkswagen Golf GTD Estate

Essentials**Volkswagen Golf Alltrack 2.0 TDI**

Price:	£30,595
Engine:	2.0-litre 4cyl diesel
Power:	181bhp
Transmission:	Six-speed twin-clutch auto, four-wheel drive
0-62mph:	7.8 seconds
Top speed:	136mph
Economy:	56.5mpg
CO₂:	132g/km

ON SALE Now

EQUIPMENT Dual-zone climate control and part-Alcantara seats are standard, as are LED daytime running lights and unique alloy wheels



ENGINE Familiar range of 2.0-litre TDI diesels gives the new car strong fuel economy and low emissions

Auto Express Verdict

PREDICTABLY, the Volkswagen Golf Alltrack is a competent all-rounder. It blends reassuring familiarity with off-road ability, but minus the sky-high running costs and image associated with an SUV. It's an appealing package that's definitely worth considering if it caters to your needs, but you should note that SEAT and Skoda offer similar rivals for considerably less.



"The Golf Alltrack is easily capable of tackling the worst terrain it's likely to face in the real world"



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AE IF the new Golf R Estate (Page 30) is a little too hot and the Golf Alltrack (Page 31) a bit rugged, fear not, because the third instalment of Volkswagen's Golf Estate offensive is this new GTD – and it has all the makings of a winner.

It's the first time the brand has applied the GTD treatment to the Golf Estate, but with GTD hatch sales outstripping those of the more powerful GTI version by almost three-to-one, it makes sense.

Under the bonnet is the familiar 2.0-litre diesel, which produces 181bhp and 380Nm of torque. The ever-accessible torque allows you to pick up the pace in the GTD Estate a lot quicker than the 7.9-second 0-62mph sprint time suggests, and it doesn't feel much slower than the hatch (7.5 seconds).

As expected, the engine becomes a little breathless beyond 4,000rpm, but the slick six-speed manual gearbox makes keeping the engine in its sweet spot very easy. It also keeps down CO₂ emissions to just 115g/km. If you prefer to let the car shift cogs itself, you can spend an extra £1,415 on the optional six-speed DSG gearbox of our test car. It shifts quickly, smoothly and keeps the engine working in its mid-range, and feels much more natural in the diesel



Essentials

Volkswagen Golf GTD Estate

Price:	£29,700
Engine:	2.0-litre 4cyl diesel
Power:	181bhp
Transmission:	Six-speed twin-clutch auto, front-wheel drive
0-62mph:	7.9 seconds
Top speed:	143mph
Economy:	58.9mpg
CO₂:	125g/km

ON SALE Now



PRACTICALITY Golf's boot capacity is one of the biggest in the class – there are 605 litres available with the rear seats raised, increasing to a massive 1,620 litres when they're lowered

EQUIPMENT Our car's £1,415 six-speed DSG box operates smoothly, but increases emissions. The GTD comes with 17-inch alloys as standard; the larger 18-inch rims seen here optional



Pete Gibson

VW Golf GTD Estate

FIRST DRIVE Estate offers space, decent pace and nearly 60mpg

GTD than it does in the high-revving petrol R version. Beware, though, that the DSG also pushes up emissions to 125g/km.

The familiar MQB chassis retains its neutrality and composure, despite the added 100kg of estate car bodywork. The wagon also gets the trick XDS+ system which does an impressive job of mimicking a limited-slip differential; it gives the car far greater agility than a diesel estate really ought to have.

The GTD Estate also gets progressive steering which weights up nicely the more lock you apply, although it could do with a bit more feedback. Still, when you glance between the dials to see economy of 50mpg, this car is difficult to criticise.

As you'd expect with an estate, practicality is the be all and end all, and the Golf comes up trumps with a 605-litre boot when the rear seats are raised, and a 1,620-litre capacity when they're down.

However, just because its forte is carrying ability, don't think the estate is lacking in the style stakes. It sits 15mm lower to the ground than the standard Golf Estate, with GTD-specific bumpers, tartan-trimmed sports seats and 17-inch alloys giving a brawny but understated look.



Auto Express Verdict

THE Golf GTD Estate manages to effortlessly blend practicality, performance and economy, on top of which it's great to drive. If you favour outright performance, the Golf R Estate is the one to pick, but if high-mileage ability, entertainment, and low running costs are key, the new GTD Estate is a fine alternative.



Tartan sports seats feature as standard, as does sat-nav. GTD also offers privacy glass



Fiat 500X

FIRST UK DRIVE City car puts on its wellies

Running costs

68.9mpg (official)
£52 fill-up



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AE FIAT is trading a fine line with the new 500X. While it hopes the car will trade off its association with the ever-popular 500 city car, it also needs the 500X to be a credible crossover in its own right. This is our first taste of it on UK roads.

The 500X has a similar stance to its city car sister, but the muscular rear wheelarches and swooping roofline are new. There's the choice of the city look for a more upscaled 500 image, or Cross and Cross Plus models that have a more rugged appearance.

Climb inside and the 500's classically styled dashboard has made way for a more grown-up one that features a 6.5-inch colour touchscreen and soft-touch plastics.

You get the usual high vantage point associated with SUVs, but you actually sit lower within the 500X than you do in the 500, so the annoying 'perched' driving experience is gone.

Rear-seat passengers up to six feet tall won't be too cramped either, but the 500X is no load-lugger; the curvy rear end puts the Fiat's boot space behind that of the Renault Captur – the French crossover has 100 litres more at 455. Lower the rear seats and total space rises to 1,000 litres, 235 down on the Captur.

First, we tested the front-drive 1.6-litre diesel in Cross trim, which is expected to be the best-selling diesel with its combined fuel consumption figure of nearly 70mpg and CO₂ emissions of 109g/km.

There's plenty of power and the healthy 350Nm of torque kicks in low down the rev range, so makes overtaking



NEED TO KNOW
500X falls some way short of matching sister car Jeep Renegade's ability off road



Driving position is good, and some of the plastics feel genuinely high quality

easy. It's just a shame that the engine is a bit too noisy. We'd opt for the 1.4 turbo petrol, which is smoother and quieter. It uses a bit more fuel (47.1mpg) and emits more CO₂ (139g/km), but it's £1,500 cheaper.

There's taut body control, plenty of grip, accurate but artificial feeling steering and a smooth-shifting six-speed gearbox. The 500X crashes into bumps around town, but it's smooth on the motorway.

While the Captur is cheaper to buy and the Jeep Renegade (the Fiat's sister car) better off-road, the 500X is arguably the most stylish car in the class and successfully packages the 500's charm in an even more fashionable shape.

Essentials

Fiat 500X 1.6 Multijet II Cross

Price:	£20,095
Engine:	1.6-litre 4cyl turbodiesel
Power/torque:	118bhp/320Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.5 seconds
Top speed:	116mph
Economy:	68.9mpg
CO₂:	109g/km

ON SALE Now



EQUIPMENT 500X's 6.5-inch colour touchscreen features 3D navigation and apps for social media interaction. It looks smart on top of the dash



PRACTICALITY Fiat is targeting style-conscious buyers, not those after a big boot. This makes sense, because it falls behind Renault Captur for space



STYLE Fiat's other small off-roader, the Panda 4x4, is more geared up for tackling tough terrain. That said, 500X is available with four-wheel drive

Auto Express Verdict

THE 500X is a stylish and characterful addition to the crossover class and will appeal to a wide range of buyers. We'd go for the 1.4-litre petrol – with this engine it's a great all-rounder, it rides better and is more relaxing to drive than the diesel. What's clear is that the 500X is among the most desirable cars in its class and will provide stiff competition for the likes of the Nissan Juke, Renault Captur and MINI Countryman.





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NEED TO KNOW

Latest CR-V has been designed with European buyers in mind and tested on UK roads. And it's still produced at Honda's Swindon plant

Despite addition of nine-speed box, CR-V is slow to respond on road

Essentials

Honda CR-V 1.6 i-DTEC EX

Price:	£34,120
Engine:	1.6-litre 4cyl turbodiesel
Power/torque:	158bhp/360Nm
Transmission:	Nine-speed automatic, four wheel drive
0-62mph:	10.4 seconds
Top speed:	122mph
Economy:	53.3mpg
CO ₂ :	139g/km

ON SALE Now



Honda CR-V

Running costs

53.3mpg (official)
£69 fill-up



FIRST UK DRIVE SUV hits UK with new diesel and nine-speed auto



Bulky look of the previous CR-V has been toned down, thanks to new bumpers; cabin feels strong and well screwed together



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AE HONDA has facelifted its CR-V for 2015 with a few styling tweaks, a new high-output 1.6-litre diesel engine and a nine-speed automatic gearbox. We got behind the wheel of the top-spec EX model to see if these changes add up to a big improvement.

It doesn't take long to realise the CR-V still isn't the best crossover to drive. It might be 35kg lighter than before, thanks to the new auto gearbox, but the chassis still feels dull and lifeless. Despite quicker steering it's slow to change direction, and although the ride is comfortable, the soft suspension means it never feels quick to respond.

There's plenty of reassuring grip on offer from the four-wheel-drive system, but it's a comfortable cruiser rather than a sharp, fun-to-drive crossover like Mazda's CX-5.

Still, Honda has managed to massively cut the CR-V's CO₂ emissions with the new twin-turbo 1.6-litre four-cylinder diesel



Load bay is still huge, boasting 589 litres

engine and nine-speed gearbox. With 158bhp, the 1.6 also produces 10bhp more than the 2.2-litre engine in the old car, but it doesn't feel much faster.

You have to be heavy with your right foot to get the CR-V moving quickly, and that's partly down to the gearbox. It's smooth and, with a long ninth ratio for high-speed cruising, makes motorway driving more refined, but the gearchanges are slow (even in Sport mode) and the Honda's acceleration is sluggish. Despite covering 0-62mph in 10.4 seconds, it feels laboured. However,

53.3mpg economy with 139g/km of CO₂ is impressive for an automatic SUV of this size.

The Honda's basic shape is unchanged, but sleeker headlights, bigger 18-inch alloy wheels and revised bumpers reduce its visual bulk. Fortunately, the boot is still huge, with 589 litres of space on offer. Drop the rear seats with the easy-fold handles and the load bay increases to 1,146 litres, thanks to Honda's Magic Seats – although the floor isn't completely flat in this configuration. There's also plenty of other storage around the cabin, and masses of room in the rear.

The interior feels robust and strong rather than expensive and upmarket, but the top-spec EX model we tested comes with heated leather seats, a panoramic glass sunroof, keyless go and a power tailgate.

Even so, at £34,120 for the 1.6 EX auto model, the CR-V is pricey compared to its rivals. For that sort of cash you could buy an Audi Q5 or BMW X3, which is why we'd recommend sticking with the mid-spec trim level if you want a flexible SUV.

EQUIPMENT Standard panoramic roof is part of generous equipment list on top-spec EX model. Heated seats and power tailgate are also included



INFOTAINMENT Seven-inch touchscreen uses intuitive Android system and has a range of apps, as well as Garmin sat-nav and Bluetooth



PRACTICALITY Lots of room in the rear for adults, and seatbases can be flipped forward with the backrest folded down for a flat loading area

AUTO EXPRESS Verdict

If it's practicality you're after, the 2015 Honda CR-V carries on where the old car left off. However, despite some design tweaks, impressive efficiency from Honda's new downsized and more powerful diesel engine, plus a nine-speed automatic gearbox, the car still isn't great to drive. In the top-of-the-range trim tested here, it's expensive, too. Still, efficiency is impressive for such a large SUV.





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NEED TO KNOW

New Vitara is only available with 1.6-litre petrol or diesel engines, both of which have 118bhp at their disposal

Essentials

Suzuki Vitara SZ5 1.6 DDiS

Price:	£19,499
Engine:	1.6-litre 4cyl turbodiesel
Power:	118bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	11.5 seconds
Top speed:	112mph
Economy:	70.6mpg
CO₂:	106g/km

ON SALE Now



Suzuki Vitara

Running costs

70.6mpg (official)
£54 fill-up



FIRST UK DRIVE Does crossover make as much sense on British roads?



Jonathan Burn

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AE THE all-new, fourth-generation Vitara arrives 27 years after Suzuki's SUV first entered the fray, but does it retain the rugged charm of its predecessors? We've driven it in the UK for the first time to find out.

Suzuki clearly knows who it's targeting with the Vitara, making the newcomer as stylish as it is robust without impacting on its value-for-money ethos. The range kicks off from only £13,999, and while you can have a SsangYong Tivoli from £1,000 less and a Dacia Duster for just £9,495, the Vitara is still at the value end of the class.

The line-up is refreshingly simple, too, with only 118bhp 1.6-litre diesel or petrol engines on offer, although the diesel gets 320Nm of torque compared to the petrol's 156Nm. For around £1,800, you can get Suzuki's ALLGRIP four-wheel-drive system.

The more frugal diesel is expected to be the bigger seller, and comes paired with a six-speed manual gearbox as standard. The engine makes itself known at idle, with a strong clatter on start-up, but any vibrations have been well isolated from the cabin.

It lacks the finesse of the Skoda Yeti at slower speeds, yet is a gutsy performer with strong in-gear pace. With twice as much torque as the 1.6-litre petrol version, it's the clear choice if you're often transporting a car full of passengers and hefty luggage.

The diesel also gets a softer suspension set-up than the petrol, so the rutted tarmac of the Vitara's natural urban habitat doesn't become a hindrance to ride comfort.

High and low-speed refinement are excellent, but the car's softer side means



you can't hurl it down winding B-roads. That's partly down to the vague steering, which relays little information to the driver, yet the Vitara's lack of a sporty edge is unlikely to be a deal-breaker.

The crossover is far more focused on practicality, with loads of rear passenger space and a 375-litre boot featuring some neat underfloor storage. Packaging, once again, proves to be Suzuki's forte.

Up front, there's plenty of scope for adjusting the driving position, but the

"It's clear Suzuki has built the Vitara to last rather than visually appeal"

Vitara's generous 375-litre boot is made even more practical by underfloor storage

biggest disappointment is the fit and finish. It's clear Suzuki has built the Vitara to last rather than visually appeal, with hard and scratchy plastics covering most surfaces.

Our top-spec SZ5 model came with a full-length panoramic roof, which bathes the cabin in sunlight but also further highlights the cheap and reflective materials present.

One thing's for sure, though: you won't be complaining about a lack of kit. Sat-nav, air-con, Bluetooth and a reversing camera are all thrown in as standard on top-spec models.



PRACTICALITY Narrow rear doors impede access slightly, but there's plenty of room once inside and a good amount of storage cubbies, too



EQUIPMENT All models feature Bluetooth and alloys; top-spec SZ5 trim adds sat-nav, privacy glass, panoramic roof and adaptive cruise control



Verdict

THERE are two routes manufacturers generally take when developing a crossover: premium or sporty. But here, Suzuki has stuck to what it knows best. The Vitara offers a rugged simplicity few rivals provide, and that's something that will appeal to many prospective buyers. It's not perfect – the diesel engine feels agricultural and the interior quality isn't up to standard – but it's spacious, good value and pleasing on the eye.



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CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

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SLK 350 » 328 BHP
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320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

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X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
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Rear styling has elements of SLS, but it's more rounded; turn-in impresses in corners



Mercedes-AMG GT S

FIRST UK DRIVE Verdict as eagerly anticipated new Porsche 911 rival hits British roads



Dean Gibson

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AE WHILE Mercedes can trace its supercar history way back to the fifties with the 300 SL Gullwing, the new Mercedes-AMG GT is something different. Instead of trying to provide a step up on the brand's last offering, the SLS AMG, the coupé forgoes big numbers to take on more everyday sports cars, such as the Porsche 911 and Jaguar F-Type V8.

As a result, it's around £90,000 cheaper than the SLS – although the flagship GT S tested here still costs £100,000-plus – and it's smaller and more efficient. Thankfully, performance hasn't been compromised, and the new 503bhp 4.0-litre twin-turbo V8 engine helps the GT S sprint from 0-62mph in just 3.8 seconds and hit 193mph. These figures are similar to those of the SLS.

From the outside, the AMG GT looks purposeful, like a rounded-off SLS with some neat detailing. It's especially menacing from the front, with a wide grille, huge Mercedes badge and distinctive LED headlamps and daytime running lights.

Unfortunately, the GT's smaller dimensions mean it's ditched its predecessor's gullwing doors, but the upside of this is that the car is a lot easier to get in and out of.

When you do climb aboard, you're greeted by a snug two-seater cabin that's

set well back, with a low-slung driving position and a high-set transmission tunnel.

The gearlever is back by your elbow, but once you've put the GT into drive, it's a redundant control, as you'll either be shifting gears using the wheel-mounted paddles or letting the car's electronics do the work. The view out is dominated by the vast bonnet, and while it reminds you of the powerplant underneath, it can compromise visibility as you approach a crest in the road.

Press the starter button, and the new V8 barks into life. As soon as you touch the throttle, it's clear that this unit is something special. In fact, it tends to overpower the whole driving experience, with a rumbling soundtrack at low speeds and a throaty roar when pushing on. Response is instant, especially if you select Sport, Sport+ or the optional Race modes, while the latter pair add an even louder exhaust note.

In a straight line, the AMG GT delivers phenomenal pace, with full-throttle upshifts easy to execute thanks to the short-travel shift paddles and instant response of the DCT twin-clutch transmission. Each shift is accompanied by a distinctive rasp from the

exhaust, too, while lifting off from full throttle emits pops and bangs. With that in mind, it's safe to say that the AMG GT easily rivals the F-Type for aural thrills.

Head for a corner, and the steering delivers instant turn-in, although the wheel is extremely light and takes some getting used to. As a result, the GT tends to dart and weave when pushing on on heavily crowned and undulating country roads.

Once you're in tune with the steering's light nature and instant response, it's easy to manage, while the stiff chassis and wide tyres deliver huge amounts of grip. However, turn off the traction control, and it's easy to get the back wheels spinning. Plus, the fast steering means you can quickly catch any ensuing slide.

Our car featured AMG's Dynamic Plus Package, which adds firmer suspension, and while you can take it easy in the AMG GT, it never feels particularly settled, especially when cruising on the motorway. We'll try a standard car soon, but with first-class cabin quality and plenty of standard kit, the compromise of the stiff set-up is something you'd be happy to live with.

"As soon as you press the throttle, it's clear that the 4.0-litre twin-turbo V8 is something special"

Essentials

Mercedes-AMG GT S

Price:	£110,500
Engine:	4.0-litre V8 twin-turbo
Power:	503bhp
Transmission:	Seven-speed twin-clutch auto, rear-wheel drive
0-62mph:	3.8 seconds
Top speed:	193mph
Economy:	30.1mpg
CO₂:	219g/km

ON SALE Now

NEED TO KNOW
AMG's Dynamic Plus Package adds Race mode to the transmission, firmer suspension and offers full manual control of the gearbox





Nose looks purposeful, and this is backed up by GT's pace, although the ride could be more settled



EQUIPMENT Infotainment screen controls everything, from the sat-nav and sound system to the chassis and engine response. Carbon air vents are part of £2,995 Carbon Trim Package



DRIVING Dial above starter button selects different driving modes, which adjust engine response, dampers, gearshifts and exhaust note. R stands for Race, and delivers stunning pace



GT delivers similar straight-line pace to old SLS, with performance easy to exploit thanks to DCT box



Boot space is similar to that found in a Jaguar F-Type, but high-quality interior doesn't offer much in way of storage

Otis Clay

**Auto
EXPRESS**

Verdict

THE AMG GT is a stunning car, with its driving experience dominated by the new 4.0-litre twin-turbo V8. Its instant responses together with the quick-shifting box deliver addictive acceleration, while the stiff chassis and fast steering mean it's very entertaining to drive. Add in first-class cabin quality and head-turning looks, and Mercedes' new flagship sports car is a worthy successor to famous cars of the past.



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Alpina XD3 BiTurbo 270

FIRST DRIVE Tuned BMW X3 takes our breath away



James Disdale

james_disdale@dennis.co.uk

AE THE BMW X3 was treated to a mid-life refresh late last year, but it's taken until now for the updates to filter through to the wild Alpina XD3.

Hand-built by the legendary tuning company at its factory in Bavaria, the XD3 now gets the same reprofiled headlamps and revised grille as the standard X3, plus it benefits from minor tweaks to the cabin.

Elsewhere, it's pure Alpina, which means there's a bold bodykit, as well as the brand's distinctive 20-inch multi-spoke alloy wheels. Our test car was given extra visual impact courtesy of its larger 21-inch rims and garish body decals that run down the side. Inside, you get Alpina's trademark blue-faced dials and distinctive blue and green stitching for the chunky steering wheel, as well as a numbered plaque on the centre console.

Mechanically, the XD3 is unchanged. Under the bonnet is a twin-turbo 3.0-litre straight-six diesel that delivers 345bhp and a monstrous 700Nm of torque. As you'd expect, the Alpina is outrageously quick, sprinting from 0-62mph in just 4.9 seconds. Yet it's the mid-range acceleration that takes your breath away – it will show a Nissan GT-R a clean pair of heels in every gear.

The impression of speed is heightened by the Alpina's eight-speed automatic gearbox, which delivers fast and smooth shifts. Equally impressive is the car's composure through corners. It's not as capable as a Porsche Macan, but the XD3's uprated suspension and adaptive dampers deliver good body control, while the xDrive four-wheel-drive system provides unbreakable traction.

The steering could do with more weight, but it's fast and direct, allowing you to place the high-riding machine with accuracy. And while the ride has a firm edge, the Alpina is a quiet and comfortable cruiser.

Numbered plaque on console is sign of exclusivity; blue dials mark out Alpina



NEED TO KNOW

Unlike the standard X3, there are no gearshift paddles on the steering wheel – instead, the Alpina gets fingertip-sized 'touchpads' on the back of the spokes

Alpina XD3 BiTurbo 270

Price:	£56,450
Engine:	3.0-litre 6cyl twin-turbo diesel
Power/torque:	345bhp/700Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	4.9 seconds
Top speed:	156mph
Economy:	42.8mpg
CO₂:	178g/km

ON SALE Now

Verdict

IF you want a high-performance SUV with a difference, the Alpina should be top of your list. It's not as sharp to drive as the Porsche Macan, but the combination of crushing acceleration, luxurious cabin and exclusivity is hard to beat. And because it's based on a BMW X3, it's practical and reasonably cost effective to run.



Multi-spoke alloys really help XD3 to stand out



Coming soon

Autonmedia



MERCEDES C-CLASS CABRIO 2015

Open-top C-Class Coupé will rival BMW 3 Series cabrio, and come with a fabric roof.

SUPERMINIS			
Fiat 500	2016	Porsche 961	2017
Ford Ka	mid 2015	Porsche Pajon	2018
Ford Fiesta	2017	Renault Alpine	late 2015
Honda Jazz	summer	Toyota FT-1 (Supra)	late 2015
Renaultsport Twingo	late 2015	Vauxhall Monza	2015
Renault ZOE update	late 2015	SUVs	
Renault 5	late 2015	Alfa Romeo SUV	early 2016
SEAT Ibiza	2016	Aston Martin DBX	2019
Vauxhall Corsa VXR	May	Audi Q1	2016
Vauxhall Viva	summer	Audi Q5	2016
FAMILY CARS		Audi Q6	2016
Alfa Romeo Giulia	late 2015	Audi Q7	summer
Alfa Romeo Giulia Estate	late 2015	Audi Q8	2017
Audi A3 three-cylinder	late 2015	Audi RS Q1	late 2016
Audi A4	mid 2015	Bentley Bentayga	2016
BMW 1 Series facelift	mid 2015	BMW 1 Series Sport Cross	2017
BMW 3 Series Plug-in	mid 2016	BMW X3	2016
BMW i5	2016	BMW X7	2018
Citroen C4 facelift	mid 2015	Citroen Grand Cactus	2017
Ford Mondeo Vignale	mid 2015	Dacia Duster facelift	2016
Honda FCEV	mid 2015	Ford Edge	summer
Infiniti Q30	late 2015	Honda HR-V	summer
Jaguar XE	May	Honda Vezel	2015
Kia Optima facelift	late 2015	Infiniti QX30	mid 2016
MG5	2015	Jaguar F-Pace	2016
MINI Clubman	mid 2015	Kia Sorento	mid 2015
Nissan Leaf	mid 2016	Lamborghini Urus	2017
Porsche Panamera	2016	Land Rover Defender	2016
Porsche Panamera estate	2016	Lexus RX	late 2015
SEAT Leon Cupra ST	May	Maserati Levante	2016
Skoda Superb	September	Mazda CX-3	summer
Tesla Model III	2016	Mercedes GLC	2015
Toyota Prius	late 2015	Mercedes GLE Coupé	mid 2015
Toyota Mirai	late 2015	Mercedes GLE	mid 2015
Vauxhall Astra	late 2015	Mercedes GLS	mid 2015
VW Beetle Dune	late 2015	Peugeot Quartz	2016
VW Golf Alltrack	summer	Porsche Cayenne Coupé	2017
VW Golf CC	2015	Porsche Macan Turbo S	2015
VW Golf R estate	May	Porsche Macan GTS	2015
VW Passat Alltrack	summer	Renault Kwid	2016
VW Passat GTE	June	Renault Kadjar	August
SPORTS CARS		Renault seven-seat SUV	2016
Alfa 4C Stradale	late 2015	Rolls Royce SUV	late 2016
Alfa 6C	2016	SEAT SUV	2016
Aston Martin DB9	late 2016	Skoda Yeti+2	2016
Aston Martin V8 Vantage	early 2016	SsangYong Tivoli	2015
Audi A5	spring 2016	Tesla Model X	late 2015
Audi A9	2018	Toyota C-HR	2017
Audi R4	2016	Volkswagen Taigun	2015
Audi R8	autumn	Volkswagen Tiguan	2016
Audi TT Sportback	2016	Volkswagen T-ROC	2016
Audi TT Sport Quattro	2016	Volvo XC40	2018
BMW M1	2016	Volvo XC60	late 2015
BMW M2	late 2015	Volvo XC90	May
Caterham sports car	2016	PEOPLE MOVERS	
Ferrari 488 GTB	mid 2015	BMW 2 Series Gran Tourer	June
Ford GT	2016	Ford C-MAX facelift	mid 2015
Ford Focus RS	2016	Ford Grand C-MAX facelift	mid 2015
Ford Mustang	autumn	Ford S-MAX	mid 2015
Honda Civic Type R	late 2015	Mercedes R-Class	2016
Honda CR-Z	2017	VW Touran	November
Honda NSX	late 2015	CABRIOLETS	
Infiniti Q60	2016	Audi R8 Spyder	2016
Jaguar XE SVR	early 2016	Alfa Romeo 4C Spider	mid 2015
Kia GT4 Stinger	2016	Fiat 124 Spider	summer 2016
Lamborghini Asterion LP910-4	2017	Ford Mustang Convertible	2015
Lexus GS F	late 2015	Jaguar F-Type SVR	late 2015
Lexus RC	late 2015	Lamborghini Huracán Spyder	late 2015
Lexus LF-LC	2016	Mazda MX-5	summer
Lotus Evora 400	summer	Mercedes C-Class Cabriolet	2015
Maserati Alfieri	2016	Mercedes S-Class Cabriolet	2015
Maserati Gran Turismo	late 2017	MINI Convertible	2016
McLaren 570S	late 2015	Range Rover Evoque Cabriolet	2015
Mercedes-AMG CLA 45 SB	mid 2015	Rolls-Royce Wraith Droadhead	2016
Mercedes C 450 AMG Sport	2016	VW Beetle Dune cabriolet	late 2015
MG TF replacement	2020	LUXURY CARS	
MINI JCW	mid 2015	BMW 7 Series	mid 2015
Nissan Pulsar Nismo	late 2015	Cadillac ELR	late 2015
Peugeot 308 R	late 2015	Infiniti Q80	2020
Porsche Boxster Spyder	late 2015	Jaguar XF	late 2015
Porsche Cayman GT4	mid 2015	Mercedes S-Class Pullman	2015
Porsche 911 GT3 RS	mid 2015	Rolls-Royce Phantom	2017
Porsche 911 facelift	late 2015	VW Phaeton	late 2016
		Volvo S90	2016



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Renault ZOE

Two awards and it's calmer than ever.

No.1 Electric Car in the 2015 Auto Express Driver Power survey

Best for Running Costs in the 2015 Auto Express Driver Power survey



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Representative

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THE TOP 200 CARS TO OWN

Your ratings on your cars' reliability, performance, build quality, running costs, technology and more

REVEALED BY OVER 60,000 READERS



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THE TOP 200 CARS TO OWN

DRIVER POWER

THE BEST & WORST CARS TO OWN

WE REVEAL THE VERDICT OF OVER 60,000 READERS AND NAME THE TOP 200 CARS TO OWN IN UK TODAY



Chris Ebbs

Chris_Ebbs@dennis.co.uk

AE WHICH is the best car to own? That's the question we wanted you to answer, and more than 61,000 of you responded, whether you were praising or criticising your cars.

We wanted to know everything about your experience with your car. Has it been reliable during your time with it, or have you endured constant problems? What about practicality? Is the boot big enough to swallow plenty of flat-packed furniture, or do you struggle to squeeze in your weekly shopping? Over the

next 38 pages, we reveal your top 200 cars to own. We kick off by counting down from 200 to 101 (right) – listing 50 more models than we did last year – before focusing in more detail on the cars that broke into the all-important Driver Power top 100.

There are some big surprises in this year's chart, with some shock moves up and down the table. Plus, a host of new entries show just how happy you are with some of the new products being launched by manufacturers.

So, how did your car fare in this year's survey, and which model was rated the overall best car to own by you? Read on to find out...

THE COUNTDOWN BEGINS... CARS 200 TO 101

Pos.	Car	Score	Pos.	Car	Score
200	Nissan Qashqai Mk1	82.64%	150	Subaru Legacy Mk4	85.17%
199	Hyundai i20 Mk1	82.68%	149	Subaru Forester Mk3	85.18%
198	Peugeot 407	82.73%	148	Mercedes A-Class Mk2	85.19%
197	Kia Venga	82.77%	147	Mazda 3 Mk2	85.20%
196	Honda Civic Mk8	82.80%	146	Hyundai Santa Fe Mk2	85.36%
195	BMW 1 Series Coupé/Convertible	82.80%	145	MINI Mk2	85.36%
194	Fiat Panda Mk2	82.82%	144	Honda CR-V Mk3	85.42%
193	Citroen C4 Mk1	82.91%	143	Nissan Note Mk2	85.50%
192	SEAT Leon Mk2	82.95%	142	Mazda CX-7	85.62%
191	Hyundai i10 Mk1	82.98%	141	Porsche Boxster Mk2	85.65%
190	Volvo V50	83.00%	140	Ford Mondeo Mk4	85.66%
189	Renault Clio Mk3	83.11%	139	Suzuki Swift Mk2	85.73%
188	Toyota Auris Mk1	83.24%	138	Nissan Juke Mk1	85.78%
187	Nissan Note Mk1	83.26%	137	Range Rover Sport Mk1	85.81%
186	Vauxhall Meriva Mk2	83.39%	136	Mercedes E-Class Mk3	85.83%
185	BMW 5 Series Mk5	83.45%	135	Ford Kuga Mk1	85.87%
184	BMW 3 Series Coupé/Convertible Mk5	83.53%	134	Mazda 6 Mk2	85.98%
183	Audi TT/Roadster Mk2	83.53%	133	Subaru Impreza Mk3	86.05%
182	Land Rover Discovery Mk3	83.56%	132	Ford S-MAX Mk1	86.12%
181	SEAT Altea	83.65%	131	Land Rover Freelander Mk2	86.13%
180	Audi A3 Mk2	83.69%	130	Toyota RAV4 Mk3	86.16%
179	Ford Focus Mk2	83.71%	129	VW Golf Mk6	86.18%
178	Nissan X-Trail Mk2	83.80%	128	Ford B-MAX	86.20%
177	Peugeot 107	83.86%	127	Toyota Verso Mk1	86.22%
176	Volvo XC90 Mk1	83.86%	126	Citroen Berlingo Mk2	86.23%
175	Vauxhall Corsa Mk4	83.86%	125	Kia Picanto Mk2	86.24%
174	Mitsubishi Lancer Mk9	83.90%	124	Hyundai ix35	86.38%
173	BMW 3 Series Mk5	83.94%	123	Citroen DS4	86.46%
172	Vauxhall Astra Mk6	83.96%	122	Kia Sportage Mk3	86.47%
171	Toyota Yaris Mk2	83.99%	121	Mercedes C-Class Mk3	86.48%
170	Alfa Romeo 159	84.02%	120	Mazda MX-5/RC Mk3	86.56%
169	SEAT Ibiza Mk4	84.16%	119	Mercedes A-Class Mk3	86.57%
168	VW Touran Mk1	84.48%	118	Mercedes B-Class Mk2	86.65%
167	VW Polo Mk5	84.58%	117	Jaguar X-Type	86.65%
166	VW Passat Mk7	84.78%	116	Range Rover Evoque Mk1	86.67%
165	Vauxhall Insignia Mk1	84.79%	115	Toyota GT86	86.68%
164	Peugeot 5008	84.84%	114	Audi A5 Coupé/Cabriolet Mk1	86.70%
163	Citroen C3 Mk2	84.88%	113	MINI Countryman	86.78%
162	Volvo C30	84.89%	112	Citroen C5 Mk2	86.93%
161	Mazda 2 Mk3	84.92%	111	Toyota Avensis Mk3	86.94%
160	Range Rover Mk3	84.93%	110	Ford Kuga Mk2	86.97%
159	Ford Galaxy Mk3	84.97%	109	Porsche 911 997	87.02%
158	Mitsubishi Outlander Mk2	84.98%	108	Citroen C3 Picasso	87.02%
157	Mercedes CLK Mk2	84.99%	107	Volvo XC60	87.04%
156	Audi A6 Mk3	84.99%	106	Citroen DS5	87.06%
155	Alfa Romeo MiTo Mk1	85.02%	105	Peugeot 3008	87.09%
154	VW Golf Plus	85.05%	104	Peugeot 508	87.18%
153	Skoda Fabia Mk2	85.07%	103	Hyundai i30 Mk1	87.23%
152	Audi A1 Mk1	85.10%	102	VW Tiguan	87.38%
151	Audi A4 Mk4	85.12%	101	BMW 1 Series Mk2	87.45%

100. D. VW X1

YEARS OF MANUFACTURE 2009-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/58 2014/100



THE aging X1 plummeted from the Driver Power middle in 2013 to 100th last year, but it's a non-mover in 2014. As before, top marks are for handling, reliability and build quality, while 75th for running costs is decent given the crossover's size. Yet that efficiency doesn't come at the expense of performance, with the X1 finishing 75th here. However, none of entering its own category again, and you will see the date is gone, too. In-car tech is towards the lower end of the scale – the supplier list is far that launched in 2009.

A 87.47%



SYMBOLS KEY

BLACK BEST | RED WORST

- RELIABILITY
- BUILD QUALITY
- RUNNING COSTS
- PERFORMANCE
- ROAD HANDLING
- RIDE QUALITY
- EASE OF DRIVING
- SEAT COMFORT
- PRACTICALITY
- IN-CAR TECH

HOW THE RATINGS WORK

A. Percentage is the car's overall rating, which we calculate from an average of all its scores in our 10 Driver Power judging categories.

B. These individual category scores are listed down the side, with the figures showing how each car ranked in 2015 top 200.

C. Each category score is represented by a bar – and the longer the bar, the better.

D. This is the car's position in the Driver Power top 100. If your model isn't here, or in the 200-101 countdown (right), this is because we didn't get enough responses to include it.

E. This shows how long the car's been in production for.

F. At a glance, this shows how the model has performed over our past five satisfaction surveys, and is a useful barometer of its performance.

100. BMW X1

87.47%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/58 2014/100



NON-MOVER

THE ageing X1 plummeted from the Driver Power midfield in 2013 to 100th last year, but it's a non-mover in 2015. As before, top marks are for handling, reliability and build quality, while 75th for running costs is decent given the crossover's size. Yet that efficiency doesn't come at the expense of performance, with the X1 finishing 75th here. However, ease of driving is its worst category again, and you tell us the ride is poor, too. In-car tech is towards the lower end of the scale – no surprise for a car that launched in 2009.



99. Volkswagen Scirocco Mk3

87.48%

YEARS OF MANUFACTURE 2008-present **PREVIOUS** 2010/NR 2011/17 2012/35 2013/60 2014/59



DOWN 40

AFTER finishing third in the sports car class last year, Volkswagen's Golf-based Scirocco has been pushed down to fifth this year, but more worryingly it's fallen 40 places in the overall chart, from 59th in 2014. While owners tell us they are satisfied with its handling, performance and ease of driving, the three-door coupé is let down by poor practicality. It's also dropped from 83rd to 128th in the reliability chart, and falls from 55th to 117th for seat comfort. The Scirocco is showing its age.



98. Citroen C4 Mk2

87.54%

YEARS OF MANUFACTURE 2010-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR



NOT RATED 2014

SECOND-generation Citroen C4 scores well for running costs on its Driver Power debut; its 53rd-place finish is thanks in part down to the economical range of petrol and diesel engines. Ride quality's another strong point for this spacious, comfortable family hatch. Owners criticise reliability and performance, although the biggest black mark is reserved for ease of driving – 158th place here says much about the awkward ergonomics. Still, as its past its mid-life point and sits in a strong sector, 98th isn't perhaps too bad.



97. Subaru XV

87.62%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR



NOT RATED 2014

THE XV is Subaru's first-ever compact crossover, and in many ways its results on its debut in our satisfaction survey show the car to be stereotypical of the brand. It combines impeccable reliability (21st) with excellent handling (26th) and performance (58th), but trails on comfort (165th) and is thirsty (128th for running costs). And while the fact all models are four-wheel drive helps road handling (26th), seat comfort is poor – in stark contrast to the score achieved by the brand's Outback, higher up in the chart.



THE TOP 200 CARS TO OWN

96. Citroen C1 Mk2

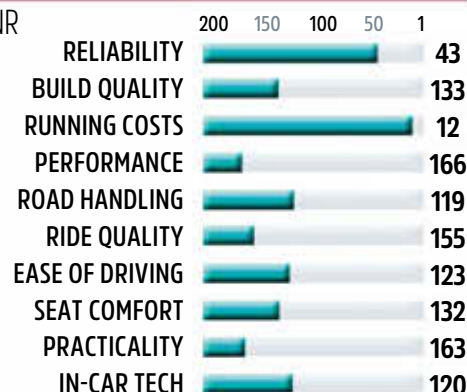
87.66%

YEARS OF MANUFACTURE 2014-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



OUTSTANDING reliability and running costs pull Citroen's new C1 into the top 100 on its Driver Power debut. Next year will give a better indication of the city car's long-term durability, although as it's developed with Toyota, its reputation should remain intact. Still, there's no arguing with the running costs: every model is exempt from road tax and gives 60mpg-plus. Performance isn't the best, but as certain rivals show city cars can be practical and comfortable, Citroen will lament the C1's scores in these areas.



95. Mitsubishi ASX

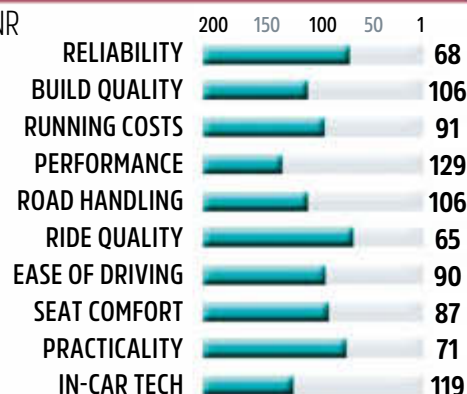
87.73%

YEARS OF MANUFACTURE 2010-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



MITSUBISHI is one of many brands to have jumped on the crossover bandwagon – and its first attempt, the ASX, scores well for reliability, practicality and comfort, which are important in this value-focused, family orientated class. It fares well for running costs, too, helped by cheap servicing and a 50mpg-plus diesel. A high practicality rating is no surprise given the large boot, although the ASX's lacklustre performance has been a disappointment to many given that the styling is inspired by the fast Evo X.



94. Renault Mégane Mk3

87.73%

YEARS OF MANUFACTURE 2008-present PREVIOUS 2010/5 2011/33 2012/31 2013/20 2014/92

DOWN
2



A MID-life revamp in 2013 helped the ageing Mégane keep pace in the competitive family hatch class, as it's barely moved from 92nd position in 2014. Owners still love its low running costs, handling and ride, although despite Renault's attempts to iron out earlier glitches, the car's reliability score is down significantly from last year, when it placed 50th. Cabin quality also lets the hatch down, as does ease of driving, with the multimedia system remaining fiddly against rivals' more modern touchscreens.



93. Skoda Octavia Mk2

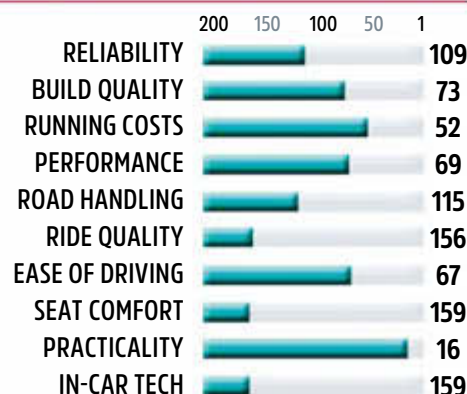
87.77%

YEARS OF MANUFACTURE 2004-2013 PREVIOUS 2010/3 2011/4 2012/4 2013/6 2014/28

DOWN
65



THE Octavia has tumbled a long way from its lofty 28th place finish in 2014, owing largely to dissatisfaction with ride, comfort and in-car tech. Build's taken a hit, too, dropping from 30th to 73th, while reliability slides by 66 places. That can be partly explained by ageing cars developing issues simply due to high mileage – the Mk2 was replaced in 2013. At least owners still rate the Skoda's practicality favourably; it drops from seventh but remains in the top 20 here, as the Mk2 is still one of the most flexible hatches on sale.



DID YOU KNOW? Skoda Octavia Mk2 and Vauxhall Adam dropped by 60-plus places in our chart, but the biggest faller was SEAT's Leon Mk2 – down from 65th to 192nd.

92. Audi Q5

87.79%

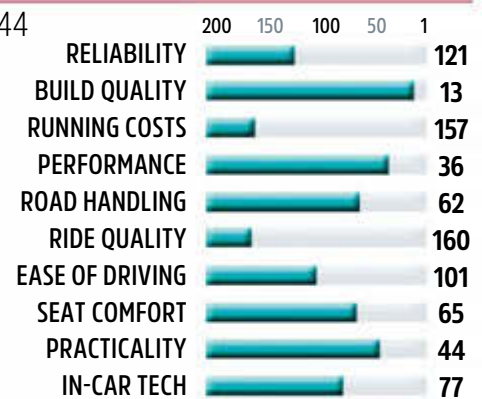
YEARS OF MANUFACTURE 2008-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/44



DOWN
48



EVEN though the Q5 has dropped from 44th overall in 2014 to 92nd, owners are still highly satisfied with build quality, plus performance and practicality fare well. And although Audi's made big strides in ride quality since the 2008 launch, this is a car of the old school, suffering from an over-firm ride – especially in S line trim. Running costs are a concern, too, with the 2.0 TDI struggling to match its claimed economy; 4WD assists handling, but doesn't save fuel. Despite dated nav, owners rate tech highly.



91. Dacia Duster

87.83%

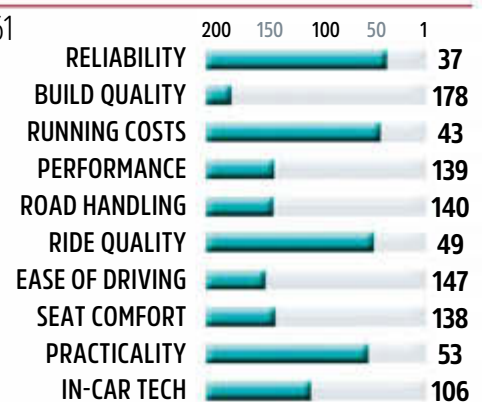
YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/61



DOWN
30



A TALE of contrasts for the Duster. Drivers appreciate its reliability, running costs, ride and practicality, but are frustrated elsewhere. Build quality betrays its budget roots – the car finishes 178th here, down from 134th in 2014 – while owners don't find the Dacia easy to drive. That could be due to cost-cutting measures like a non-reach-adjustable steering wheel, and the chunky body can make the car feel unwieldy in tight spaces. Overall, though, the Duster remains a favourite, especially for budget buyers.



90. Vauxhall Adam

87.87%

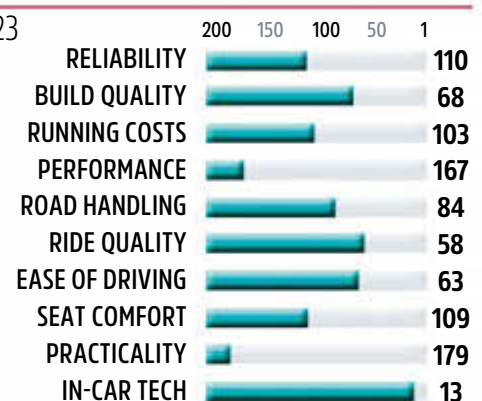
YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/23



DOWN
67



VAUXHALL'S premium city car suffers a blow, not so much because of its overall finish, which is respectable, but because it sinks so many places on its second appearance in Driver Power. A big worry is its ranking of 110th for reliability. Poor performance and practicality ratings also drag it down – the former is especially surprising given last year's launch of a punchy new three-cylinder turbo. By contrast, owners enjoy the ride and love the tech, like the modern, customisable IntelliLink touchscreen infotainment set-up.



89. Volvo V70 Mk3

87.89%

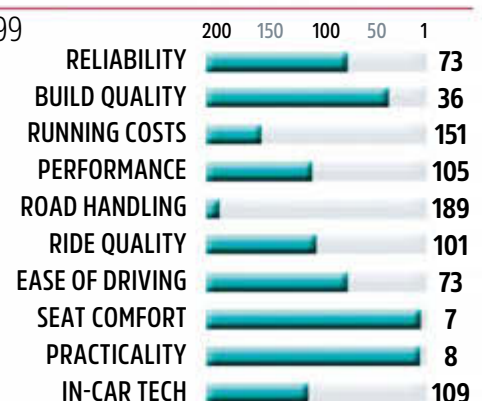
YEARS OF MANUFACTURE 2007-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/99



UP
10



GIVEN that it's now eight years old, the V70 does very well to climb up our chart, and it's largely due to those Volvo qualities of seat comfort, practicality and build quality. Yet owners are less impressed by its handling, rating it at 189th – the front-wheel-drive V70 is far from the last word in driving fun. Its age is shown up by relatively high costs and dated tech, which will be amplified by this year's launch of the cutting-edge XC90 SUV. Still, the V70 remains a comfortable, classy and very appealing load-lugger.



THE TOP 200 CARS TO OWN

88. Vauxhall Mokka

87.91%

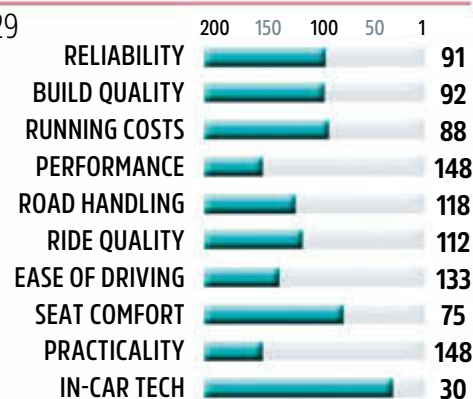
YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/29



DOWN
59



VAUXHALL had plenty of time to evaluate the competition in the emerging supermini-SUV market before launching the Mokka in 2012, and the car got off to a flier in Driver Power last year, surpassing the Nissan Juke for cabin quality and space. But in 2015, it's plummeted 59 places from 2014, as the cracks start to show in every category – its practicality ranking has dropped by a huge 78 places. Vauxhall can draw comfort from decent reliability, build and comfort scores, though, while owners love the in-car tech.



87. Fiat 500/500C/Abarth

87.91%

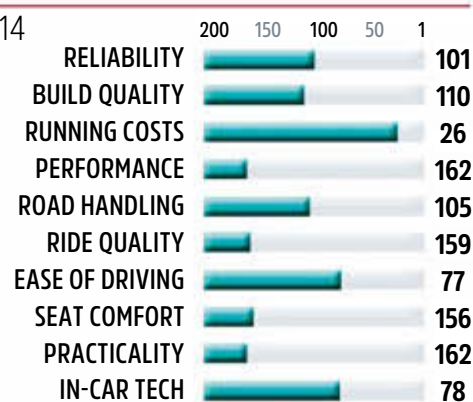
YEARS OF MANUFACTURE 2007-present PREVIOUS 2010/55 2011/79 2012/81 2013/142 2014/114



UP
27



A STRONG upward trajectory for the Fiat 500. Despite its age – there have been two MINIs since it launched – it continues to impress, especially for running costs, where it rates 26th. That's no doubt because of Fiat's continued development of highly efficient small-capacity engines. Practicality is an issue, as it ranks 162nd here, although the 500 makes no claims to real spaciousness. That said, newer rivals are showing there's no excuse for poor seat comfort even in the smallest cars – a distinct 500 weak point.



86. Volvo V60

87.91%

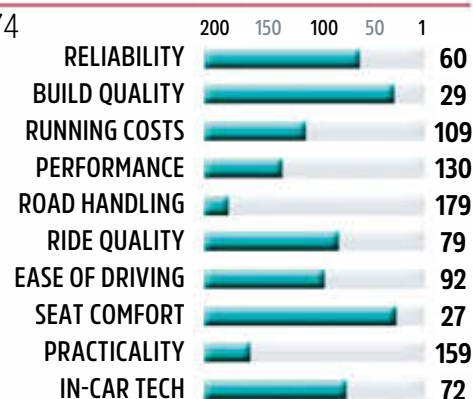
YEARS OF MANUFACTURE 2010-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/74



DOWN
12



WHILE the V60 gets a positive score overall, it's a shock to see a practicality ranking of 159th – down 58 places. That's indicative of its shift towards a 'lifestyle estate', and away from the outright load-carriers of Volvo past. So, the V60 is comfortable and stylish, but its boot is surprisingly small for the class. Yet buyers still love its quality, and its comfort rating rises from 35th. This estate isn't especially fun on the road, but that's offset by good ride and ease of driving scores, while reliability is reassuringly solid.



85. Hyundai i40

87.96%

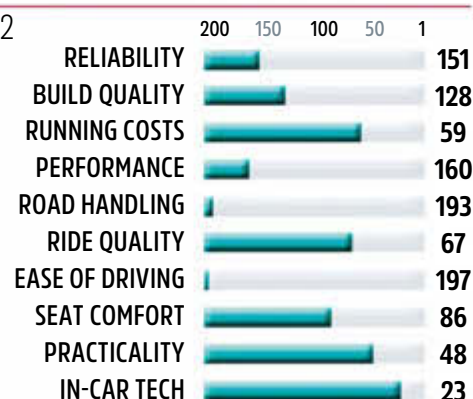
YEARS OF MANUFACTURE 2011-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/42



DOWN
43



THE i40's a car of extremes, with fine results for tech and practicality let down by poor ease of driving and handling rankings. Owners say that while the Hyundai is comfortable and spacious, its steering is vague. Reliability issues seem to hamper the experience, too, although Hyundai's five-year warranty appeals. There are no complaints about running costs, with the BlueDrive diesel promising 60mpg-plus. Some positives, but there's no hiding a significant and disappointing overall drop.



DID YOU KNOW? According to this year's data, the average amount spent by owners on a car has gone up by 11.5 per cent between 2013 and 2015, from £14,453 to £16,115.

84. Honda Jazz Mk2

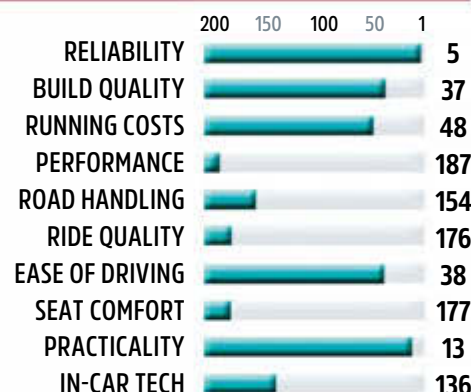
YEARS OF MANUFACTURE 2008-2014 **PREVIOUS** 2010/11 2011/12 2012/29 2013/23 2014/47

DOWN 37



IN its last year of production, the Honda Jazz Mk2 stays firmly in the top 100, which speaks volumes about its key qualities – it's a fantastically reliable, spacious supermini. In fact, you rate it among the top five most dependable cars in the UK and third in its class. Meanwhile, its small footprint belies its amazing leg and headroom. Elsewhere, the Jazz is showing its age, so while a lofty seating position makes it easy to drive, its tech is dating, and its ride and the seats are too hard. Performance is below par, too.

87.96%



83. Lexus IS Mk2

YEARS OF MANUFACTURE 2005-2013 **PREVIOUS** 2010/24 2011/46 2012/70 2013/51 2014/48

DOWN 35



HIGHLY regarded in most categories, the previous-generation IS is let down by poor practicality and running cost ratings. A relatively cramped cabin and shallow boot, and heavy hybrid set-up, mean this Lexus isn't as practical or frugal as the class leaders. Its comfort score is down on last year, too, although the Mk2 is one of the most cossetting execs around. In any other context, 75th for reliability would be good, but it's below what we expect from Lexus. Thankfully, the Mk3 IS has fared much better.

87.99%



82. Renault Laguna Mk3

YEARS OF MANUFACTURE 2007-2012 **PREVIOUS** 2010/NR 2011/NR 2012/19 2013/48 2014/75

DOWN 7



AXED from the Renault range as part of a cull in 2012, the Laguna still satisfies owners, and has dropped only seven places in our chart overall. A firm ride is its main issue, although superb seat comfort and impressive reliability compensate. In fact, the latter jumps 11 positions from 2014's result, as does its tech ranking – surprising for a car that's been off sale for three years. A return to the Laguna sector is unlikely with the Kadjar SUV due in showrooms this year, but this result might get Renault thinking.

88.00%



81. Mitsubishi Shogun Mk4

YEARS OF MANUFACTURE 2006-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



A BIG, bold, proper 4x4, the Shogun is clearly very well admired by owners, and has achieved some surprising scores. A superb practicality rating is almost a given for a seven-seater SUV. The same can be said of a relatively poor handling score (146th), but 41st for tech beats much more modern rivals. Reasonable servicing costs offset high day-to-day fuel consumption, and while it's far from refined, the Shogun is tough, safe and delivers true go-anywhere off-road ability.

88.00%



THE TOP 200 CARS TO OWN

80. Ford C-MAX/Grand C-MAX Mk2

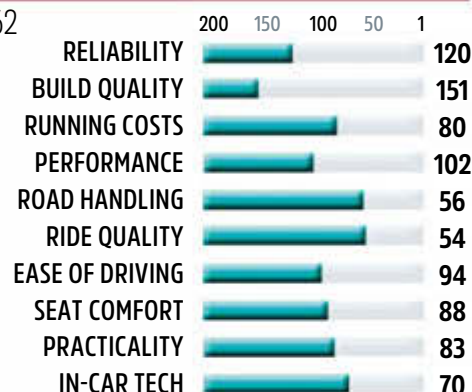
88.04%

YEARS OF MANUFACTURE 2010-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/42 2014/62

DOWN
18



MID-size MPVs like the Ford C-MAX are battling on as more buyers embrace crossover SUVs. They aim to major on space and flexibility, and owners seem happy. The practicality score has remained steady, although buyers seem less satisfied with in-car tech, with the car's score sinking from 36th last year to 70th. Ride quality and handling remain key strengths for the C-MAX, proving that Ford can still combine these often mutually exclusive traits no matter what sort of car it's building.



79. Vauxhall Zafira Tourer

88.05%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/12 2014/NR

NOT
RATED
2014



OWNERS love the Zafira Tourer's handling, practicality, ride and performance, making it a great MPV to own. It even fares well on running costs – impressive for a big seven-seater. Some reliability issues hamper the experience, as the Vauxhall gradually falls down that ranking, and the seat comfort rating is at odds with the car's perceived soft ride. Tech is a relative letdown, too, with a non-touchscreen nav and media system feeling dated, although the big Vauxhall has been on sale for three years.



78. Renault Scenic/Grand Scenic Mk3

88.06%

YEARS OF MANUFACTURE 2009-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/4 2014/53

DOWN
25



EVEN though the Scenic has fallen down our rankings, it's still admired. It gets the MPV basics spot-on, as it's comfortable and practical. Performance is slightly insipid, while build and reliability leave something to be desired – both ratings have fallen since 2014. The running cost ranking is down from 56th last year, although thanks to Renault's dCi diesels, this isn't a pricey car to own. A third-place overall finish in the MPV category this year means the Scenic is still one of the best people movers to own.



77. Citroen C4 Picasso/Grand C4 Picasso Mk2

88.10%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THE latest C4 Picasso backs up its bold looks with a mostly robust ownership experience. Citroen's skill in producing comfortable, soft-riding big cars remains intact, with drivers rating the MPV's seats, suspension settings and cabin flexibility. The Picasso ranks as the second best MPV in Driver Power, and proves big space doesn't mean big running costs. However, as you'd expect, handling isn't its forte. A 160th place for reliability will be a worry for Citroen, too, especially as the car is less than two years old.



76. Toyota Yaris Mk3

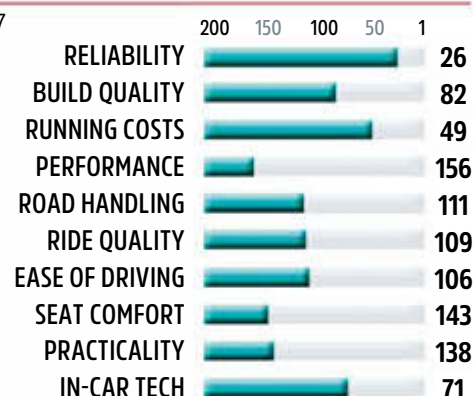
88.10%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/35 2014/57

DOWN
19



EVEN though the Yaris has fallen 19 places down our chart, this is a decent result. Its reliability and running costs scores are strong, with the latter in the top 50. The trade-off is lacklustre performance. The in-car tech rating has fallen sharply, from 23rd to 71st, indicating that rivals have left the 2011 Toyota behind with ever-more sophisticated smartphone connectivity. Class leaders such as the Ford Fiesta are better to drive, but the Yaris is one of the most risk-free supermini buys out there.



75. Fiat Panda Mk3

88.12%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/70

DOWN
5



A STEADY result for the Panda, with some encouraging rankings for quality, running costs and practicality. Yet its performance score falls to 161st, and practicality to 105th from 65th. The Panda benefits from Fiat's clean and efficient 0.9-litre TwinAir petrol engine, which also adds huge character to the small car. Owners will be pleased that reliability is going some way to contradicting the Italian car stereotype – 52nd is impressive – although Fiat will want to address seat comfort.



74. Peugeot RCZ

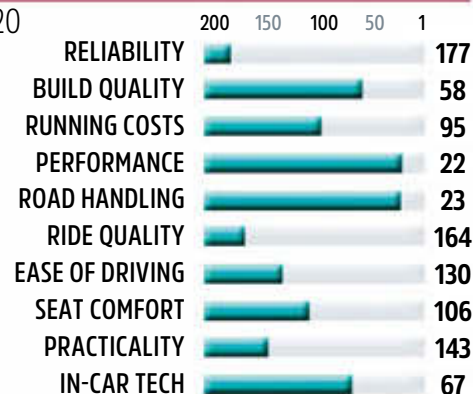
88.15%

YEARS OF MANUFACTURE 2010-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/20

DOWN
54



PEUGEOT'S striking Audi TT rival impresses for its performance and handling as much as for its looks. The RCZ's ride suffers as a result, while a relatively low practicality rating is no surprise. However, Peugeot will be concerned to see the car fall from 20th overall in 2014 – when it was the top sports car in Driver Power – to 74th. A huge 101-place drop in the reliability chart is largely to blame, while running costs and tech fall too, with the button-heavy cabin ageing quickly alongside rivals' touchscreens.



73. Peugeot 208

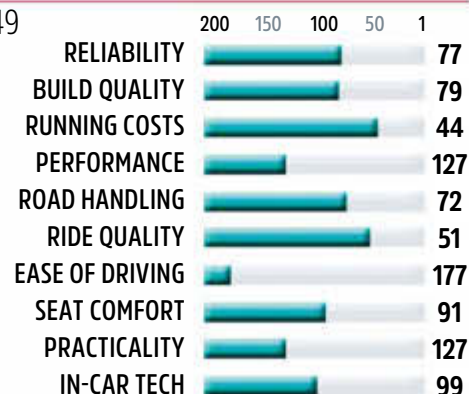
88.17%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/49

DOWN
24



ANOTHER Peugeot that's on the way down, although some of the 208's rankings still impress. These include low running costs – vital for a supermini – plus owners report a comfortable car with good handling. Even so, it comes only 177th for ease of driving; you wonder whether Peugeot should've stuck with a conventionally sized steering wheel and instrument panel. Practicality's slated, too, due to the small boot and limited rear headroom, although the 208's reliability score is better than Peugeot models' of old.



THE TOP 200 CARS TO OWN

72. Toyota Aygo Mk2

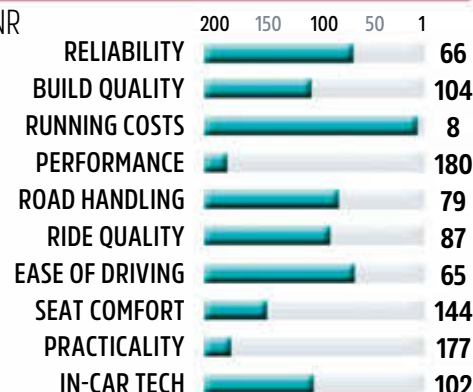
88.26%

YEARS OF MANUFACTURE 2014-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



WITH its touchscreen-dominated interior and bold grille, the new Toyota Aygo is clearly designed to appeal to a young demographic. On that basis, eighth place for running costs is a big success. However, Toyota will be disappointed that the urban runabout comes only 102nd for in-car tech and 104th for build quality. Plus, although it's a small car, the Aygo's 177th practicality rating shows that it could have been better packaged. Still, owners say it's good to drive, while reliability is solid enough.



71. Subaru Legacy Mk5

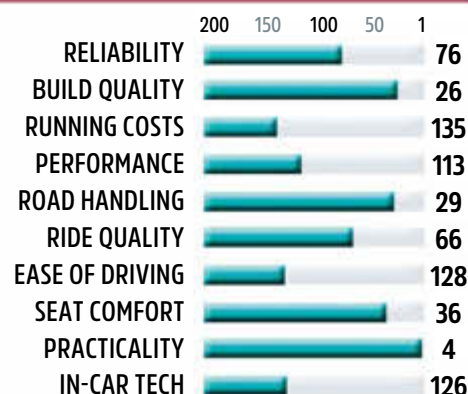
88.28%

YEARS OF MANUFACTURE 2009-2014 PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



OWNERS report fantastic practicality from the Mk5 Subaru Legacy, thanks to its huge boot and useful cabin touches, while build quality is also excellent. Subaru's all-wheel-drive system ensures the handling inspires confidence, although that heavy set-up and boxer diesel engine make for high fuel consumption. While ride quality is good, seat comfort is even better, so the estate is a very relaxed cruiser. But Subaru is falling behind with its in-car tech, plus you tell us the Legacy isn't the easiest car to drive.



70. Renault Clio Mk4

88.29%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/38

DOWN
32



FALLING reliability and build quality rankings are to blame for the fourth-generation Clio's tumble down the charts, as it sinks 32 places from 38th in 2014. It seems that problems are beginning to appear on the three-year-old Renault. Nonetheless, drivers appreciate its handling and ride quality. Ease of driving and seat comfort ratings are both down on last year, but with owners enjoying very low running costs, the Clio remains an appealing supermini choice.



69. Alfa Romeo Giulietta

88.35%

YEARS OF MANUFACTURE 2010-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/7 2014/76

UP
7



THE Giulietta moves up seven places from its 2014 finish. Its individual rankings are interesting, though, as the car excels in some places and disappoints in others. If only Alfa Romeo could improve the ride and build quality – fundamentals that rivals like the Peugeot 308 get spot on – it could have a class leader. The car offsets those poor scores with brilliant performance, good handling and low running costs. Worryingly, reliability and build quality have both dipped, despite a 2014 revamp.



DID YOU KNOW? Worst satisfaction was in the running costs table, where Land Rover's Discovery Mk3 scored just 63.65 per cent. Mk4 model (below) didn't perform much better.

68. Land Rover Discovery Mk4

88.37%

YEARS OF MANUFACTURE 2010-present **PREVIOUS** 2010/NR 2011/NR 2012/52 2013/8 2014/33

DOWN 35



WITH rankings ranging from 194th to first, the Land Rover Discovery is a car of extremes: it's extremely comfortable and practical, with the best ride quality in this year's survey, but also has extreme running costs. Fuel bills, servicing charges and repair bills are high, while reliability is patchy. Its ease of driving rating has dropped 29 places, but it still ranks an excellent 34th. Plus, this fourth-generation model has improved over the Mk3 car, which sits 194th as the lowest placed SUV in Driver Power 2015.



67. Citroen DS3

88.43%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/36 2014/37

DOWN 30



OVER a six-year lifespan, the Citroen DS3 has kept all of its striking kerb appeal. And it continues to impress its owners with its very low fuel and servicing costs and a brilliantly rewarding driving experience. But it's fallen 30 places from 2014's survey. Practicality is its weakest trait, although owners may well expect that. More worrying is a build quality ranking that's dipped from 88th place in Driver Power 2014 to 150th this time round – last year's range update has seemingly had very little effect.



66. Mitsubishi Outlander Mk3

88.72%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



A MOVE upmarket hasn't altered the Outlander's key characteristics – owners still see its reliability, practicality, ride quality and ease of driving as strong points. But its handling and seat comfort rankings let the side down, while its touchscreen infotainment set-up is clumsy compared to the best that European rivals have to offer. And although the Outlander's 2.2-litre diesel is gruff, it's evidently returning excellent efficiency – as is the company car tax-friendly plug-in hybrid version.



65. Ford Focus Mk3

88.73%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/19 2013/70 2014/NR

NOT RATED 2014



THE Ford Focus has undoubtedly got better with each generation, but this Mk3 model has seemingly settled near the middle ground of a competitive class. The Driver Power results confirm that, as the Focus fails to make the top three family hatches of 2015. It's let down by build quality and ease of driving, with the confusing, button-heavy dash contributing to the latter. Still, handling and ride quality are beautifully blended together, while running costs are low and owners like Ford's SYNC tech.



THE TOP 200 CARS TO OWN

64. Mazda CX-5

88.81%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/5 2014/13



ALTHOUGH Mazda will be perplexed that the CX-5 has tumbled so far down the chart from its brilliant 13th place in 2014, 64th isn't too bad. In fact, the Nissan Qashqai rival only fails to trouble the top 100 in the running costs category, with Mazda's diesel engines delivering disappointing real-world economy, despite excelling on performance. A big boot and clever ascending parcel shelf help the SUV to 40th for practicality, but you tell us the counter-intuitive sat-nav is frustrating.



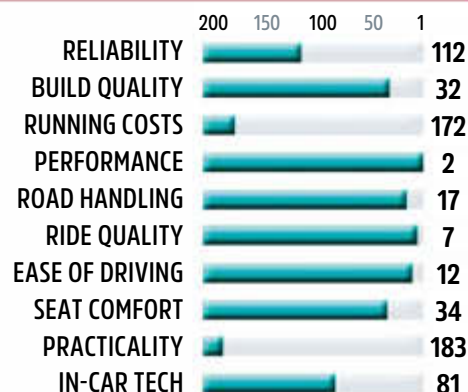
63. Jaguar XK/XKR Mk2

88.81%

YEARS OF MANUFACTURE 2007-2014 PREVIOUS 2010/NR 2011/NR 2012/NR 2013/18 2014/41



RECENTLY discontinued, the XK still looks every inch the modern Jaguar sports car inside and out. It scores poorly for running costs and practicality, and reliability has taken a hit (down from 43rd in 2014), but the XK finished second in the performance category. Seventh place for ride quality is equally impressive given that this is no luxury saloon, and its ease of driving ranking shows the XK is a very relaxing choice. The third-placed sports car in Driver Power is still clearly much admired.



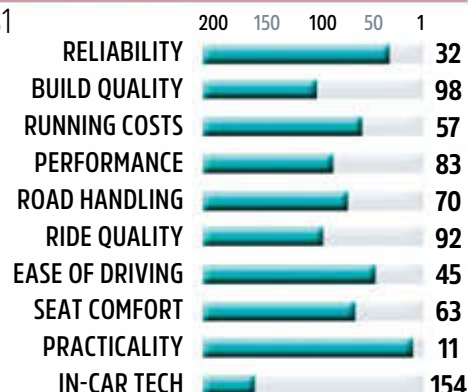
62. Skoda Roomster

88.92%

YEARS OF MANUFACTURE 2006-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/71 2014/81



CLOSE to a decade old, the Roomster is the George Clooney of cars... improving with age. Up 19 places from 2014, it's the MPV category winner. It excels on practicality and reliability, so is a sound purchase, while running costs, ease of driving and seat comfort are all way above average. Although its build quality score has fallen since last year, its reliability and ease of driving rankings have shot up. No matter which engine you choose, the Skoda is punchy, smooth and relatively efficient.



BEST MPV

IT says much about today's MPV sector that the class winner ranks 62nd overall – our top choice last year finished 46th – yet the Skoda Roomster has performed well where it matters. Owner Karen Davies, a stage manager from Ashford, Kent, can't praise it enough. She said: "It's a smallish car but there's so much space. I have to carry around sets and props for my job, so it's perfect."

Karen also admitted that she was apprehensive at first about having to remove the Roomster's back seats, but she praised the practicality on offer, adding: "I was a bit worried, but it was so easy to do. I love the car."

Having previously owned a Fabia estate, she bought the Roomster from her parents, who'd upgraded to a newer version. However, she's still happy with the performance from the older model. "It drives beautifully," she explained. "I do a lot of travelling from venue to venue, and it's nippy, responsive and very comfortable on the motorway."

"I WAS A BIT WORRIED ABOUT REMOVING MY ROOMSTER'S BACK SEATS, BUT IT WAS SO EASY TO DO. I LOVE THE CAR"

KAREN DAVIES ASHFORD, KENT



DID YOU KNOW? Drivers are replacing their cars more frequently, with the number of respondents who've owned their car for less than a year rising by 13 per cent since 2013.

61. Mercedes E-Class Mk4

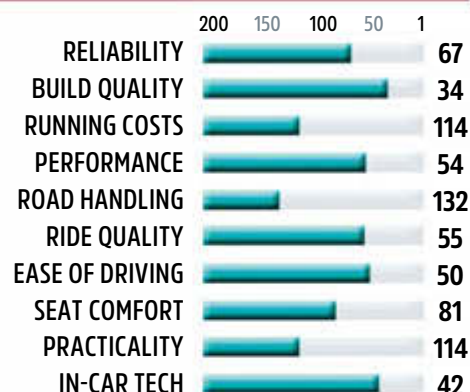
88.97%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/7 2012/3 2013/10 2014/27

DOWN 34



IN a very demanding market, the Mercedes E-Class more than holds its own, despite its age. Updated in 2013, it beats its main rival the big-selling BMW 5 Series, by over 100 places. In fact, it trumps the BMW in every category bar handling, which will cushion the blow of dropping 34 places from its 2014 overall finish. Practicality and running costs are weak areas for the E-Class, while seat comfort has plummeted from 19th position in 2014 to 81st – those executive posteriors are getting numb.



60. Toyota iQ

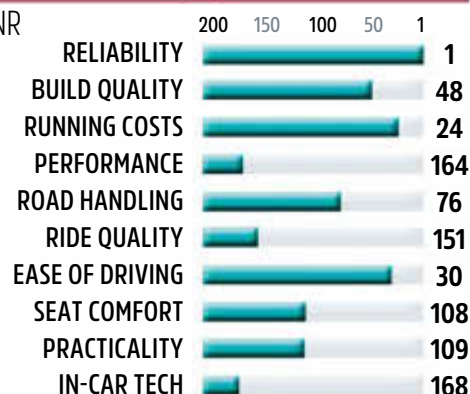
89.07%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/65 2014/NR

NOT RATED 2014



ONE ranking stands out here: the iQ is top of the pile for reliability. No wonder Aston Martin based its Cygnet city car on the little Toyota. Elsewhere, low running costs offset a high list price, while you tell us it's stress-free to drive, thanks to superb dynamics and a short, agile chassis. Owners think the iQ is basic, though, giving it a poor tech rating, while its underwhelming performance and fidgety ride quality also come in for stick. However, overall this is a result that will please Toyota.



59. Kia Rio Mk3

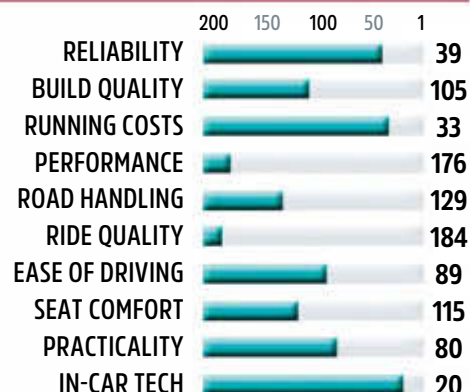
89.07%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/17 2014/5

DOWN 54



WHAT'S gone wrong for the Rio? Last year, the supermini was basking in the glory of a top-five finish, but this year it's slumped to 59th place. This result can be explained, in part, by the Kia's faltering reliability (down from sixth in this category to 39th). There's been a similar fall in running costs and in-car technology. Yet the real culprits are the Rio's rock-hard ride quality, sluggish performance and uninspiring handling. Kia will be hoping this year's facelift will help bring an improvement in Driver Power 2016.



58. Volvo XC70 Mk2

89.08%

YEARS OF MANUFACTURE 2007-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



THE XC70 is based on the standard Volvo V70 estate, but adds a bit of rugged, jacked-up SUV appeal to the package. It majors on relaxation, with owners placing the car in the top three for seat comfort and the top 30 for ride quality. Plus, it's spacious and versatile, securing a top-10 place for practicality in the off-roader class. However, high running costs, poor road handling (where it places a lowly 187th) and below-par reliability will be areas of concern for Volvo.



THE TOP 200 CARS TO OWN

57. Subaru Outback Mk1

89.09%

YEARS OF MANUFACTURE 2012-2015 PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



A TOP 60 debut for the Outback might not look remarkable, but dig deeper and you'll find the rugged estate has attracted some strong scores. No other car in our poll is as practical as the Outback, while only three other models in its class are more reliable. A top 20 score overall for road handling is impressive for such a high-riding machine, plus a decent score for ride comfort proves this agility doesn't come at the expense of comfort. Only the dated in-car technology and high running costs hold it back.



56. Volkswagen up!

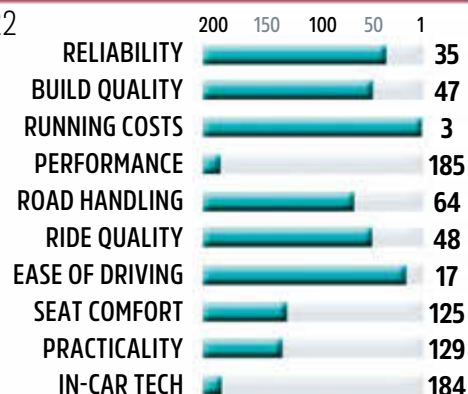
89.17%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/22

DOWN
34



IF it weren't for its penny-pinching running costs and impressive ease of driving, the VW up! could have finished a lot lower. As it is, the cheekily styled city car has endured a disappointing slide down the charts since last year. The up! received low scores for its performance and in-car technology, while the dinky dimensions have a negative impact on its practicality rating. On the plus side, the up! benefits from above-average reliability and build quality, plus a top-three finish in its class for ride comfort.



55. Toyota Prius Mk2

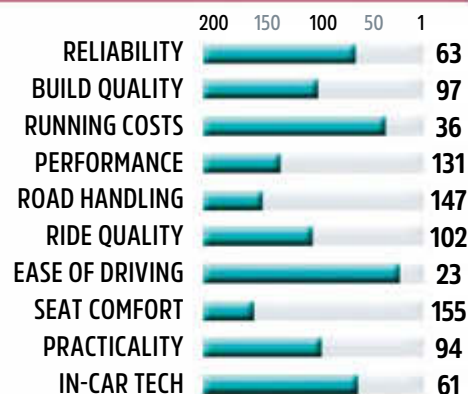
89.20%

YEARS OF MANUFACTURE 2002-2009 PREVIOUS 2010/9 2011/NR 2012/17 2013/30 2014/55

NON-
MOVER



THE previous-generation Prius has shown incredible staying power and is a non-mover in this year's poll. Once again, the petrol-electric hybrid is kept in contention by its decent ease of driving and running costs scores. Remarkably, the Mk2 Prius appears to be more solidly constructed than the current car, which sits 47 places below its predecessor in the build quality category. Elsewhere, though, owners criticise the hi-tech hatch's poor seat comfort, lethargic road handling and lacklustre performance.



54. Audi A6 Mk4

89.21%

YEARS OF MANUFACTURE 2011-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/27 2014/26

DOWN
28



A TOP-five score for build quality isn't enough to stop the latest A6 taking a tumble down the charts in 2015. Even a subtle mid-life facelift late last year hasn't appeased owners, who are no longer willing to forgive the Audi's below-average reliability and indifferent road handling. And despite the introduction of efficient Ultra models last year, the A6 scores poorly for running costs. On the plus side, the executive model's cutting-edge in-car technology received plenty of praise.



DID YOU KNOW? While big sellers like the Fiesta (below) make up our Top 200, owners of the Bentley Mulsanne, Ferrari 458 and Lamborghini Aventador also completed the survey.

53. Dacia Sandero Mk2

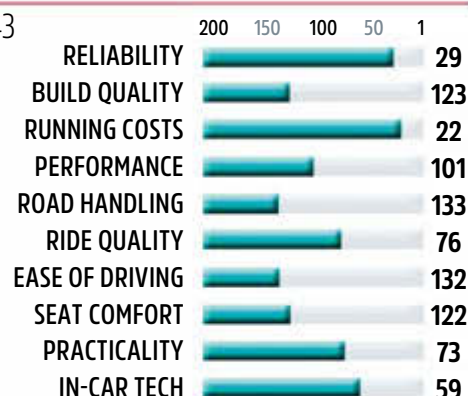
89.24%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/43

DOWN 10



WITH city car pricing and supermini space, the Sandero is a good-value option. And owner expectations are largely realistic. It's never going to win any awards for driving abilities, but owners rate it highly for its low running costs. Perhaps more impressive is the Sandero's top-30 finish for reliability. There's still work to be done, though, and the low scores for handling and ease of driving are proof that future Dacia models will need to ditch their hand-me-down Renault underpinnings to succeed here.



52. Ford Fiesta Mk6

89.29%

YEARS OF MANUFACTURE 2008-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/117 2014/78

UP 26



THE only way is up for Britain's best-selling car – the Fiesta's risen 26 places in this year's rankings. Drivers love its road handling, where it ranks an impressive 14th overall, plus its technology and ease of driving. Couple that with a wide range of frugal engines and snappy styling, and it's no wonder this car sells in such huge numbers. That inevitably has some impact on build quality, but that hasn't hampered its success in our league table – it's jumped from 117th place in 2013 to 52nd now.



51. BMW 3 Series Mk6

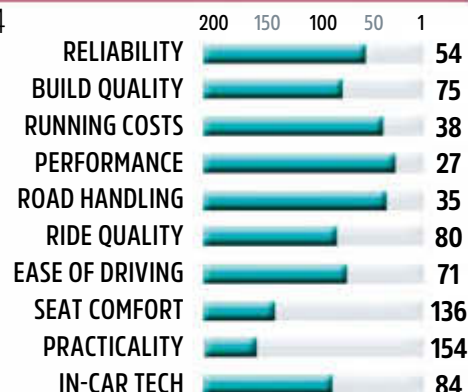
89.33%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/9 2014/14

DOWN 37



HEAD-turning looks, comfort and refinement are what count in the compact executive class. And as it's now in its sixth guise, the BMW 3 Series certainly must be ticking all of these boxes. Performance on the road is where the 3 Series really excels, and where it scores highest this year – it finished 27th in this category. The big seller was ranked second in its class for road handling and running costs, thanks to its super-efficient engines, but recorded disappointing scores for comfort and practicality.



50. Renault Twingo Mk2

89.39%

YEARS OF MANUFACTURE 2007-2014 **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



A CITY car or supermini is the first step on the motoring ladder for most novice drivers, so low running costs are crucial. The Twingo scores best here, coming 25th overall, but it struggles to impress elsewhere. Poor seat comfort, ride quality and flagging in-car technology are highlighted by owners, while an 88th ranking for reliability isn't much to boast about. An all-new compact, rear-engined Twingo has since been launched, and Renault will be hoping for a better showing in next year's Driver Power poll.



THE TOP 200 CARS TO OWN

49. Mazda 6 Mk3

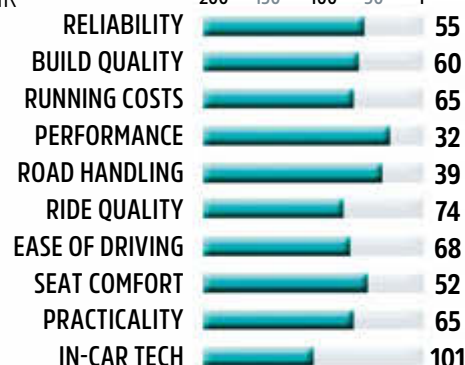
89.47%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THE Mk3 Mazda 6 makes its Driver Power debut this year, but only just creeps into the top 50. While customers usually associate the Mazda badge with great performance and sharp looks at a reasonable price, this mixed bag of results in the competitive family car class suggests the 6 is failing to stand out in any one area. Its entry position is also almost exactly where its predecessor was placed last year. That car is now in 134th, so Mazda will be hoping such a fall doesn't run in the family.



48. Dacia Logan MCV

89.53%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/30

DOWN
18



THE Dacia Logan MCV is one of the cheapest estate cars on the market, so it's no surprise that it's ranked ninth for running costs. Build quality didn't score as well as last year, though, as the model fell 11 places from 2014's poll. However, what's surprising is that this cost-cutting hasn't translated into poor reliability, according to owners. In fact, they've ranked the Logan 23rd out of 200 cars in this category, and second best in its class. It's also considered one of the most practical choices – no mean feat for Dacia.



47. BMW 5 Series Mk6

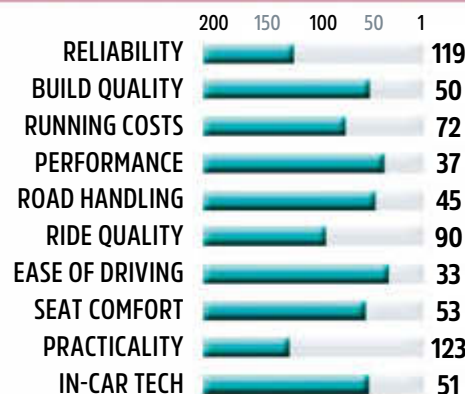
89.57%

YEARS OF MANUFACTURE 2010-present PREVIOUS 2010/NR 2011/NR 2012/11 2013/11 2014/4

DOWN
43



WHEN you've been around as long as the BMW 5 Series, you know how hard it is to maintain a top spot in our satisfaction survey. The previous-generation model is now languishing at the bottom of the executive car class, which makes 47th place for the latest Mk6 this year seem like a success. Even so, a fall from fourth in 2014 is hard to take. Ease of driving is still its best attribute, according to owners, but their scores suggest that the car isn't as reliable or as practical as its rivals.



46. Nissan Qashqai Mk2

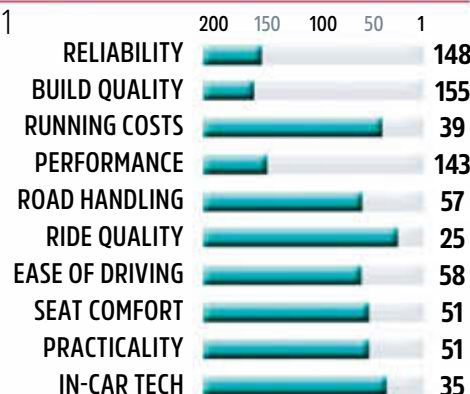
89.57%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/21

DOWN
25



BRITISH-built Qashqai has been a firm favourite since the first-generation crossover was launched in 2006, but the Mk2 version hasn't been able to shake off problems with reliability (where it ranked 148th) and build quality (155th). Ride quality is the highlight and running costs are rated well, too, yet upmarket looks and decent engines aren't enough in this overcrowded market. Nissan will have to do more to improve the overall reliability of this car if it doesn't want it to fall further down our poll next year.



DID YOU KNOW? Toyota is the most popular manufacturer in Driver Power 2015, with 13 models in our Top 200. But the Auris Mk2 (below) isn't its highest-ranked car.

45. Toyota Auris Mk2

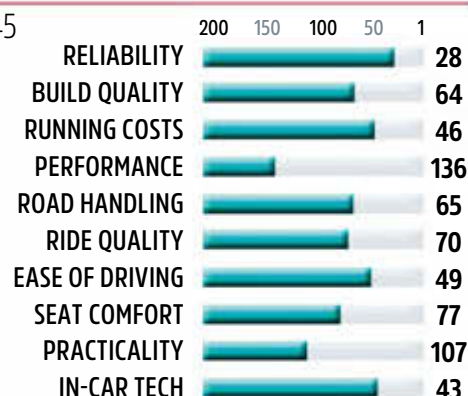
89.63%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/45



NON-MOVER

TOYOTA Auris owners clearly aren't fickle. Their satisfaction scores have remained consistent enough to keep this compact family car in exactly the same spot as in last year's Driver Power. The Auris' best feature is its reliability, which was ranked 28th. Other characteristics, such as build quality, are growing on owners. While seat comfort and practicality ratings are noticeably lower, Toyota will be reassured to see that this Mk2 Auris is doing significantly better than its predecessor, which ranked 188th.



44. Renault Captur

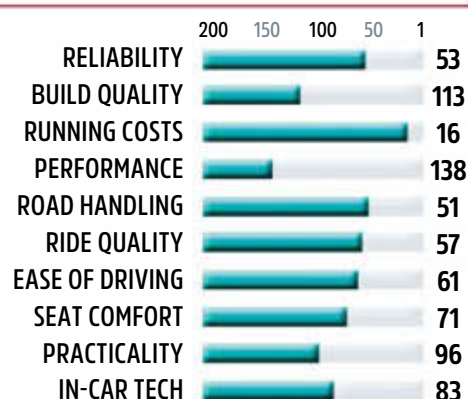
89.68%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/9



DOWN 35

THE Renault Captur came ninth on its Driver Power debut last year, so we had high hopes for it this time around. However, the compact crossover's shine seems to have faded already. Aside from having the second best running costs in its class, the Captur has failed to impress owners in most other areas. Build quality and performance scored the worst, while its reliability rating has plummeted from 25th to 53rd. The overall result is a dramatic drop of 35 places down the Driver Power ladder.



43. Lexus RX Mk2

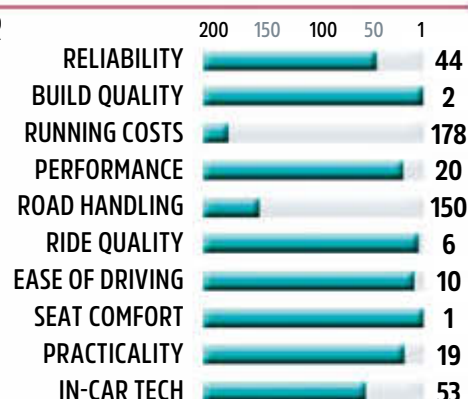
89.73%

YEARS OF MANUFACTURE 2004-2009 **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR



NOT RATED 2014

LEXUS' RX is clearly hiding its age well, as it has the most comfortable seats and second best build quality in Driver Power, although the luxury brand may be slightly concerned to note that it's ranked higher for build quality than its Mk3 replacement. Owners raved about the ride quality, which was judged best in class and sixth overall. But running costs have really let the car down – a ranking of 178th in this category stopped the second-generation RX from gaining a podium position in its class.



42. Mercedes C-Class Mk4

89.76%

YEARS OF MANUFACTURE 2014-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR



NOT RATED 2014

THERE are plenty of excellent compact executives around, so Mercedes should be pleased that the new C-Class finished fourth in its sector. The newcomer takes top five results for execs for road handling, ride quality, practicality and in-car tech, plus it earns top honours for performance. Yet despite the brand's strong reputation for durability, the new C-Class came a lowly 188th for reliability, which prevented it from finishing higher overall. This should serve as a wake-up call to Mercedes.



THE TOP 200 CARS TO OWN

41. Honda Civic Mk9

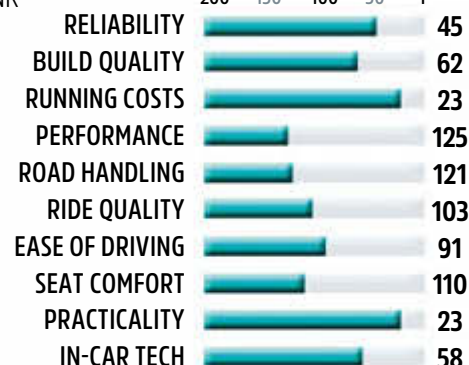
89.79%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THE latest Civic makes its Driver Power debut with a respectable top 50 finish. Thanks to its roomy boot and cleverly packaged interior, the Honda came in the top three for practicality in the compact family car class. Owners also praised the Civic's durability, low running costs and in-car tech. However, its driving experience failed to excite, with mediocre scores for road handling, ride quality and performance. A recently introduced facelifted model should deal with many of these issues, though.



40. Honda Accord Mk8

89.84%

YEARS OF MANUFACTURE 2008-2015 PREVIOUS 2010/NR 2011/NR 2012/NR 2013/25 2014/31

DOWN
9



SLIPPING only nine places from last year, the seven-year-old Accord is growing old gracefully. Once again, owners were impressed with the car's reliability, solid build quality and top-notch seat comfort. And despite its age, the Accord bagged a top 10 for in-car technology. However, low scores for practicality, running costs and ride quality hold it back. Sadly, there'll be no chance for a new model to address these issues, as Honda is axing the Accord from European line-ups later this year.



39. Mazda 3 Mk3

89.85%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/24

DOWN
15



IT'S over a year old now, but a top-40 result is evidence that the latest 3 continues to satisfy owners. It attracts plenty of praise for its road handling and performance, and also upholds the brand's enviable reputation for dependability, with a top-six finish in its class for reliability. Yet Mazda will be disappointed with the hatchback's running costs score, particularly as it uses the firm's efficiency boosting SkyActiv technologies, which combine hi-tech fuel-saving kit and lightweight engineering.



38. Kia Cee'd Mk2

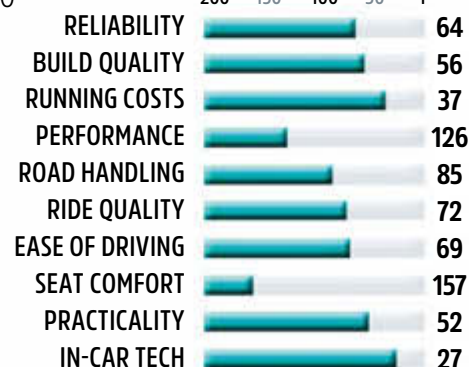
89.91%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/10

DOWN
28



THE Cee'd has suffered a setback in 2015, falling to 38th place from 10th in last year's poll. Average scores across the board show there's not much wrong with the Korean hatch – although seat comfort and performance could be better – but it fails to stand out in such a competitive class. One area where the Kia does excel is in-car technology – most models get Bluetooth connectivity, cruise control and a USB socket, while Kia's sat-nav is one of the best in the business.



DID YOU KNOW? Hybrids like the Lexus CT and Toyota Prius are most common in London and the South-East. EVs are most popular in the North-East, Northern Ireland and Wales.

37. Lexus CT

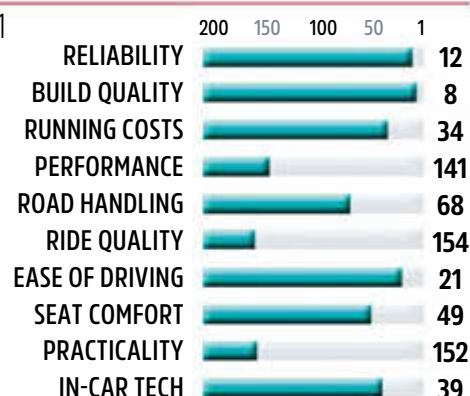
89.96%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/51

UP 14



IT comes as no surprise to find the Lexus CT and Toyota Prius finish so closely in our 2015 poll, as they share lots of mechanical components. Owners of both agree they're reliable, easy to drive and affordable to run. Yet while the Prius has fallen down the order, the CT has climbed the rankings, due to its robust build quality, supremely comfortable seats and cutting-edge in-car kit. If Lexus can sort out the below par road handling, performance and practicality, then the CT could climb further in 2016.



36. Toyota Prius Mk3

90.03%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/NR 2012/9 2013/26 2014/7

DOWN 29



LAST year's top 10 score is a distant memory for the Prius, which tumbles down the order in 2015. Even so, the hybrid's core strengths remain undimmed, as demonstrated by its reasonable scores for running costs, ease of driving and reliability. Yet the compact family hatch sector has moved on a lot since this model made its debut back in 2009, and the Prius now sits near the bottom of its class for handling. More concerning for Toyota is the fact that the car ranks below the older Prius Mk2 for build quality.



35. Jeep Grand Cherokee Mk4

90.16%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



THE Grand Cherokee's first appearance in our satisfaction survey is a mixed bag. There's lots to like about the rugged American machine, with top 10 finishes for practicality, seat comfort, in-car technology and performance. Ride comfort and ease of driving were also praised. Yet all this good work was undone by the Cherokee's hefty running costs, flaky build quality, poor road handling and questionable reliability. If Jeep can sort out these issues, then the imposing SUV could be a real contender in 2016.



34. Jaguar F-Type

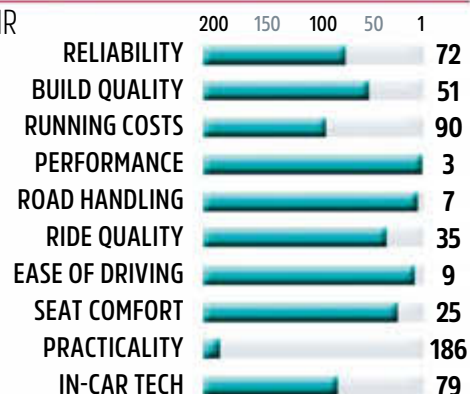
90.23%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



JAGUAR'S gorgeous F-Type makes a strong Driver Power debut. As you'd expect from a powerful, low-slung sports car, the big cat attracted praise for its strong performance and superb road handling. The two-seater's poor scores for practicality and running costs are equally unsurprising. Yet given the car's upmarket pretensions, Jaguar would have expected a stronger showing for build quality and reliability. The F-Type's ageing infotainment system needs updating, as its low score for in-car technology proves.



THE TOP 200 CARS TO OWN

33. Peugeot 2008

90.34%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/11

DOWN
22



PEUGEOT'S small SUV has dropped 22 places, but a finish of 33rd is still a strong result. The 2008 posts decent scores for build quality and reliability, proving the firm has taken on board owners' long-standing concerns, while third place in the SUV class for running costs and a strong ride comfort rating show Peugeot hasn't neglected the car's key strengths. However, a low score for ease of driving is a letdown for a model with compact dimensions, a high driving position and supermini underpinnings.



32. Subaru Forester Mk5

90.35%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



IT didn't appear in the 2014 table, so Subaru should be happy with 32nd place for the Forester this year. Ride quality is the highlight, where it places fourth, plus it got good scores for ease of driving, road handling and practicality. Yet Subaru gets consistently poor ratings for in-car technology – it dominates the bottom of this category in the off-road/SUV class. That's something the brand should address if it wants to keep up with the competition in this already overcrowded sector.



31. Skoda Citigo

90.35%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/2

DOWN
29



AFTER coming second last year, the smallest Skoda suffers a dramatic fall from grace, dropping 29 places to 31st. That's still a respectable finish among 200 cars, and running costs are clearly still the Citigo's best attribute, with a ranking of second in this year's poll. Its overall score is down two per cent on last year's and other rivals have overtaken it in the race to be named best supermini. The Citigo fell furthest in build quality (from 10th to 74th) and reliability (from 16th to 65th).



30. Volkswagen Golf Mk7

90.44%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/18

DOWN
12



ACCORDING to owners, the Golf's most attractive feature is still the way it drives. They gave the compact family car its highest scores for road handling and ride quality this year, contributing to an overall ranking of 30th. That's 12 places lower than in 2014, but the latest-generation Golf is still doing much better than its predecessor in 2015 – the Mk6 came 129th. Surprisingly, practicality let the current model down; it ranked only 98th here. Plus 85th for seat comfort also leaves room for improvement.



DID YOU KNOW? With its incredible rise of 80 places in the chart, from 106th in 2014 to 26th, the Audi A5 Sportback ranks as the most improved car in Driver Power 2015.

29. Toyota RAV4 Mk4

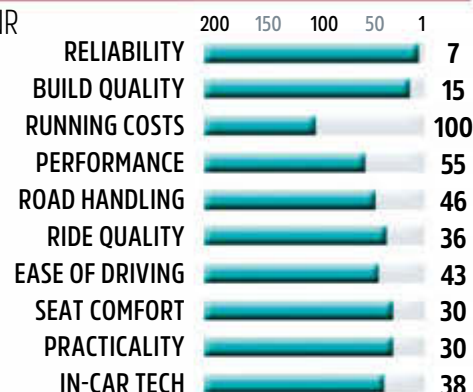
90.46%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THIS latest-generation RAV4 wasn't included in Driver Power last year, so there's no score to compare it against. However, with the Mk3 model lagging behind in 130th place, Toyota is clearly ticking all the right boxes with the popular Mk4 SUV, which ranks an impressive 29th overall. That's in no small part due to its high category scores for reliability (seventh) and build quality (15th). But owners were less impressed with the running costs – the car got a rather average rating of 100th here.



28. MG6

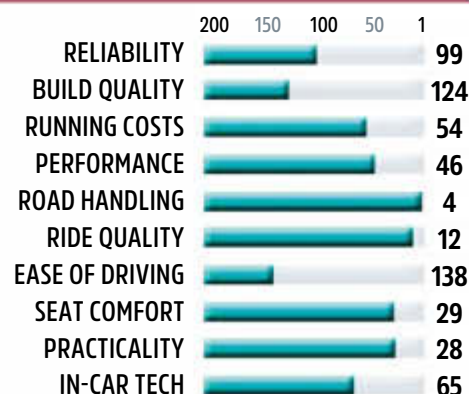
90.52%

YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/6

DOWN
22



LAST year, the MG6 made the Driver Power top 10, so a dramatic drop of 22 places will no doubt be a disappointment to MG. But the British brand still has a strong following, and great road handling (fourth) and best in class ride quality (12th overall) helped the MG6 to third place in the family class. Owners also praised its running costs and performance. However, the car – which is manufactured in kit form in China but assembled in the West Midlands – had low scores for build quality and ease of driving.



27. Audi A3 Mk3

90.55%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/16

DOWN
11



THE Audi A3 is synonymous with solid build quality, so it's no surprise that the latest version tops its class in this category – and is ranked sixth overall. But the compact family car has tumbled 11 places down the chart to 27th overall this year. Low scores for practicality are hard to forgive in the fiercely competitive family car class. However, strong performance on the road and good in-car kit have helped the A3 remain in the upper reaches of this year's league table.



26. Audi A5 Sportback

90.67%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/106

UP
80



IT'S a phenomenal leap up the charts for Audi's A5 Sportback – rising 80 places to 26th overall. A car in this image-conscious category should really be starting to show its age after six years on sale, but owners are clearly still impressed. Seat comfort and in-car technology are rated highest, but solid build quality, class-leading practicality and decent performance all contributed to its success this year. This rise in popularity has even earned the A5 second place overall in the compact executive class.



THE TOP 200 CARS TO OWN

25. Skoda Rapid

90.77%

YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



SPACE and economy are everything in the highly competitive family car class, so it's no wonder Skoda's Rapid has impressed on its Driver Power debut – coming seventh for practicality and sixth for running costs. In fact, it was rated the second best family car – beaten only by its Superb sister car – with market-leading scores for reliability, running costs and ease of driving. A ranking of 168th for ride quality let the Rapid down, but it still managed to come a credible 25th place overall.



24. BMW X3 Mk2

90.86%

YEARS OF MANUFACTURE 2011-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/13 2014/12

DOWN
12



IT'S surprising that the BMW X3 got such a poor rating for ride quality – it finished a lowly 73rd in this category, but you expect high-riding SUVs like this to glide over broken road surfaces. We weren't quite so shocked by the low score for in-car tech, considering that the car's been on sale since 2011. These rankings explain why the X3 has fallen 12 places down the Driver Power ladder this year, as owners still seem impressed by its decent running costs and good overall performance.



23. Jaguar XF

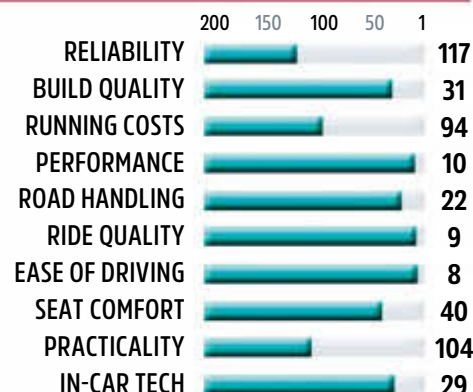
90.91%

YEARS OF MANUFACTURE 2008-present PREVIOUS 2010/2 2011/3 2012/5 2013/3 2014/15

DOWN
8



AFTER eight years in production, the XF is now unsurprisingly starting to fall down the Driver Power chart – although 23rd this year is still a huge achievement. It gets a best-in-class score for ride quality, and owners rate its ease of driving and performance, too, with both placing in the top 10. Practicality and reliability are where the Jag falls down, however. So the Mk2 exec, due later this year, needs to tackle these gripes if it wants to climb back up our table and repeat the original's overall victory in 2009.



22. Range Rover Sport Mk2

91.04%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THE Mk2 Range Rover Sport is another impressive off-roader making its Driver Power debut. The latest model has left its predecessor trailing in a lowly 137th place, with ride quality pleasing owners most – placing fifth. Comfortable seats and strong road handling (second only to the Skoda Yeti in the SUV market) also helped the Range Rover's cause. The one gripe is with the car's running costs: owners ranked it 116th overall. Yet amazingly, that's better than average for the SUV class.



DID YOU KNOW? The off-road/SUV class was the most competitive sector in Driver Power this year, with 47 entries in the Top 200, closely followed by superminis (43).

21. Honda CR-V Mk4

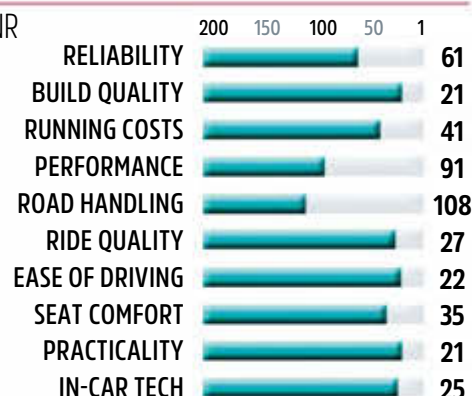
91.06%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



MAKING its Driver Power debut this year so high up our league table, the Mk4 CR-V gives Honda plenty to be proud of. And it seems the SUV's practicality, build quality and in-car technology turned owners' heads most. Sitting more than 100 places higher in the Driver Power rankings this year than the Mk3 model, it only just misses out on a podium place in the off-road/SUV category, coming fifth in a 47-car line-up. Road handling stopped the SUV placing higher – it ranked 108th here.



20. Lexus GS Mk4

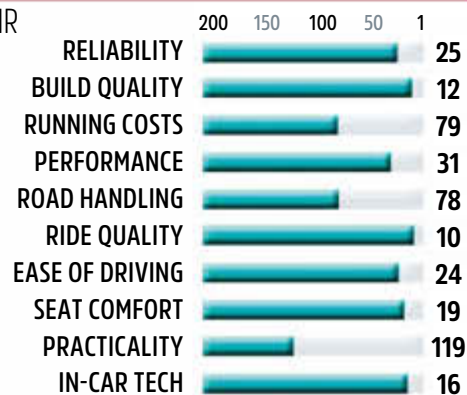
91.12%

YEARS OF MANUFACTURE 2012-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



ANOTHER impressive Driver Power debutant is the Lexus GS, which scores highly in a number of categories and inside the top 100 in all but one. Ride quality is its forte, while seat comfort, build quality and in-car tech also fare well. Its overall grade is the third best in class, although Lexus may be concerned that the Mk3 GS ranks higher in the survey. The latest-generation model will have come with higher expectations from owners, who aren't content with its practicality, running costs and handling.



19. BMW 4 Series

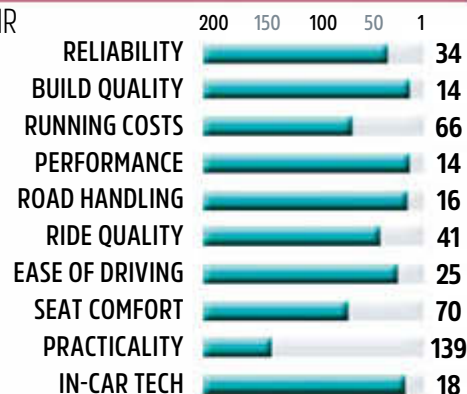
91.13%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT RATED 2014



THE sleek BMW 4 Series is ranked as the best sports car by owners, with a great all-round performance on its Driver Power debut. Understandably for a big-engined coupé, running costs take a hit, but owners tell us it's the most economical car in its class. Performance and road handling – exactly what matter for a sports car – are in the top 20, while ride quality is ranked as third best in the class. It's solidly built, too, and a 25th place for ease of driving suggests owners enjoy their time in the car.



BEST SPORTS CAR

ADAM Evans, from Plymouth, has owned his 4 Series for a year and is delighted with it. He has a company car for work, so reserves his pride and joy for weekends and to visit friends, but says it's great for all occasions.

"It's brilliant and comfortable for long-distance cruising, yet sporty when you need it to be," Adam told us. "It's an all-round good car; I love it."

Adam points to the eight-speed automatic gearbox as the 4 Series' main highlight, while the sleeker and lower-slung body tops rivals for kerb appeal. "It's got a muscular stance," added Adam. "The steering has a nice feel to it and the ride doesn't jar or bang."

Going forward, Adam says he'll stay with BMW, as he's been greatly impressed with the service from his dealership. And the 4 Series has only whetted his appetite for a more powerful version. He said: "Over the next couple of years, I'll probably be looking to get myself an M4."

"IT'S BRILLIANT FOR LONG-DISTANCE CRUISING, YET SPORTY WHEN YOU NEED IT TO BE. IT'S AN ALL-ROUND GOOD CAR; I LOVE IT"

ADAM EVANS PLYMOUTH



THE TOP 200 CARS TO OWN

18. Peugeot 108

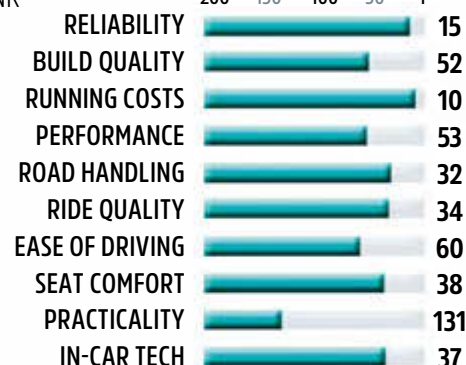
91.17%

YEARS OF MANUFACTURE 2014-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



JUST a year after launching, the 108 scores well on its debut in our survey. Peugeot is an improving brand in Driver Power, so it's little surprise to see one of its newest cars impressing. Reliability is the 108's strong suit, although we'll get a clearer barometer of this next year, as owners report on their cars' long-term durability. Still, you tell us running costs are low, especially if you take advantage of Peugeot's good-value Just Add Fuel offer. The 108 finishes fifth in class, with only poor practicality letting it down.



17. Peugeot 308 Mk2

91.17%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/25



UP
8



ANOTHER impressive showing from Peugeot, as the 308 Mk2 rises eight places from last year. Strong consistency nets the compact family car an impressive ranking, and its improvement comes from a higher ranking for in-car tech, as well as a massive jump from 124th to 56th for ease of driving. Perhaps the smaller steering wheel we've criticised is great once you've got used to it. The reliability rating is up from 52nd to 30th, too, showing the 308 offers a carefree ownership experience.



16. Lexus RX Mk3

91.27%

YEARS OF MANUFACTURE 2009-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



DESPITE being over five years old, the RX performs strongly across the board. The car is holding its own against more illustrious rivals and is the fourth best model in the SUV class. It majors on comfort, with the fifth best seats in Driver Power, and achieved 11th place rankings for build quality and reliability. Performance and practicality are praised, plus in-car tech is strong. Only road handling and running costs let it down, stopping it breaking into the top 10 and beating rivals to top spot in the SUV class.



15. Volvo V40 Mk2

91.39%

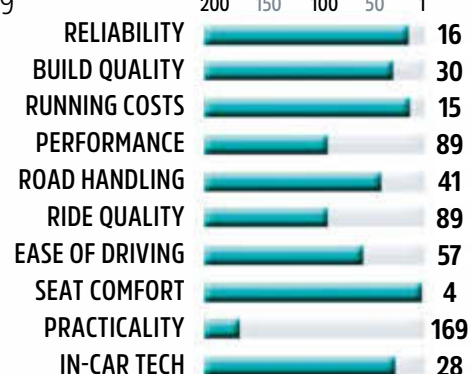
YEARS OF MANUFACTURE 2012-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/19



UP
4



ONCE again, the V40 is the highest-placed Volvo in the survey, and this year it's up four places. It's also rated as the best model for safety features in the top 200 – it gets auto emergency braking, a pop-out pedestrian airbag and adaptive cruise control. Plus, it compares well against rivals: it's the fourth best compact family car in the survey. Seat comfort is the best in class, and the fourth best overall. The V40's been on sale for two years, so 16th for reliability suggests it'll be a strong used buy down the line.



DID YOU KNOW? The most impressive category score came in the reliability table, where owners gave a 92.43 per cent average ranking across the Driver Power Top 200.

14. Audi Q3

91.41%

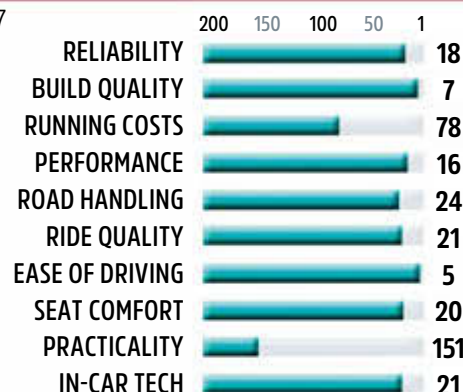
YEARS OF MANUFACTURE 2011-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/17



UP
3



THE Q3 has climbed three places in Driver Power 2015 to become the highest-placed Audi in the chart. It's also the third best car in the ultra-competitive SUV class. This rise is mainly down to big improvements in the seat comfort and ease of driving categories – the Q3 finishes in the top five in the latter, thanks to its elevated seating position. Just as impressive is its seventh place for build quality – a classic Audi trait – plus it scores well for performance and road handling. Yet its practicality ranking is poor for an SUV.



13. Lexus GS Mk3

91.59%

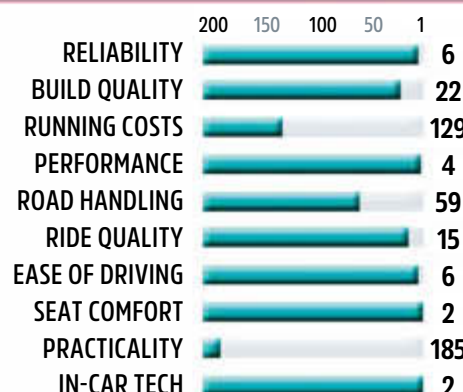
YEARS OF MANUFACTURE 2004-2011 **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR



NOT
RATED
2014



IF the previous-generation Lexus GS was cheaper to run and more practical, it could have won the overall Driver Power crown. For a car that's been on sale for over a decade, but never featured in our chart before, the rest of the scores are miraculous. Five top-10 finishes highlight its success, and also help the GS take five executive class category wins. It's no surprise for a Lexus' reliability to be heralded by owners, but such great results for performance, in-car tech and seat comfort are impressive.



12. Skoda Superb Mk2

91.68%

YEARS OF MANUFACTURE 2008-present **PREVIOUS** 2010/NR 2011/1 2012/2 2013/2 2014/3



DOWN
9



FOR the first time in its Driver Power history, our former champ, the Superb, has dropped off the podium and out of the top 10. Yet it's still the family class's best car, and its overall score is exactly the same as last year's. This indicates owners rate it just as highly, but newer, better-equipped models in other classes have left it trailing. It scores strongly for build quality, practicality, running costs and performance. Skoda will replace the Superb later this year, and the incoming model has plenty to live up to.



BEST FAMILY CAR

AS our rankings show, the Skoda Superb has been a Driver Power stalwart for years, and that reliability is why Nigel Wells is now on to his second example. "My first one was bulletproof, so I went for another," explained Nigel, from Wolverhampton, West Midlands.

Knowing the car will never miss a beat is particularly key for Nigel's job, as he uses the Superb as an emergency response vehicle. "You don't want to be doing anything complicated; it's nice and simple," he added.

Practicality is one of the Superb's strong suits, and another reason Nigel loves his car. "It's the size and space," he said. "I've got relatives in Cornwall and can easily drive it there from the Midlands. It's really comfortable."

Nigel's enjoyment of his car has meant work colleagues have followed suit. "The first Superb did 90,000 miles, and this one's done about 60,000," he told us. "I was the first one at work to have one; now there's about 10."

"MY FIRST SUPERB WAS BULLETPROOF, SO I WENT FOR ANOTHER ONE. IT'S NICE AND SIMPLE, AND REALLY COMFORTABLE"

NIGEL WELLS WOLVERHAMPTON, WEST MIDLANDS



THE TOP 200 CARS TO OWN

11. Skoda Octavia Mk3

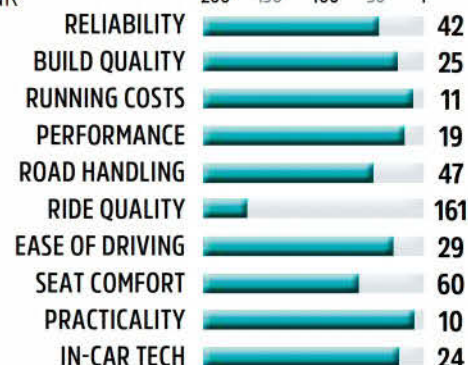
91.88%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



IT'S a strong Driver Power debut for the Mk3 Octavia, but it hasn't matched the heights of its predecessor, which was a regular on the podium. Still, owners regard the compact car highly enough for it to finish third best in class. What lets it down is its harsh ride, as the Octavia achieves a string of solid scores elsewhere. Practicality shines, as do running costs and performance. The car finishes only 42nd in the reliability category, but we'd expect that to improve as it ages if previous Skodas are anything to go by.



10. MG3

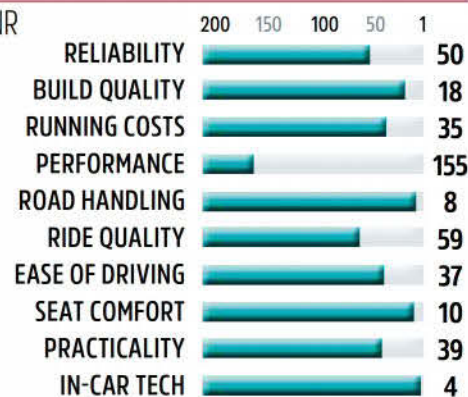
91.96%

YEARS OF MANUFACTURE 2013-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



AFTER the MG6 entered the Driver Power chart in an impressive sixth place last year, the MG3 also debuts in the top 10 in 2015 – highlighting how much MG owners love their cars. It fares well in the competitive supermini category, with road handling and in-car tech its best areas. It ranks as the fourth best car in its class, ahead of more illustrious rivals, although 35th place for running costs is disappointing. Performance is a weakness, but that's perhaps less key for buyers in this market.



9. MINI Mk3

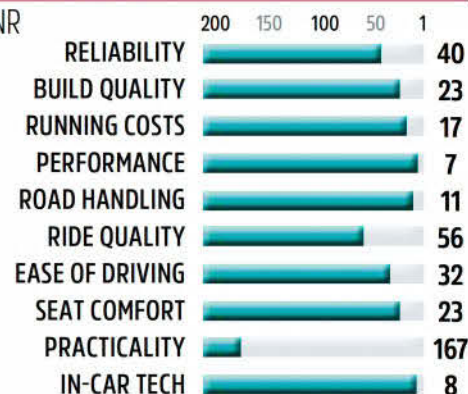
92.27%

YEARS OF MANUFACTURE 2014-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



IT'S a great first year in the standings for the latest MINI. You ranked it as the third best car in the supermini class, with strong scores across the board. The low driving position and responsive steering guarantee it great performance and road handling ratings, while still maintaining comfort. All this fun on the road won't break the bank, either, while MINI's impressive Connected system has helped the car to a top-10 tech rating. Unsurprisingly, practicality is a weakness, and it lags some way behind its rivals here.



8. Nissan Leaf

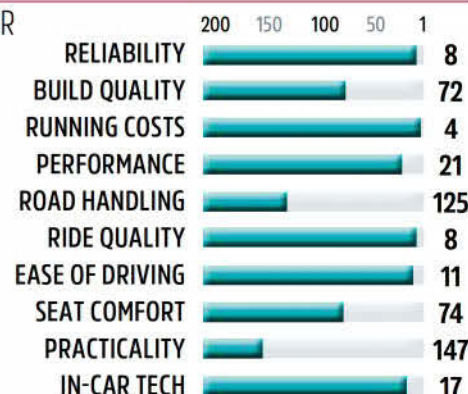
92.45%

YEARS OF MANUFACTURE 2011-present PREVIOUS 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THIS is the first year an electric car has made the Driver Power ranking, and as the first pure EV for the mass market, the Leaf has gained a cult following. But it isn't the top-rated battery-powered model in our 2015 chart. Still, running costs are clearly its biggest plus point, while Nissan will be delighted that owners find the car – and its advanced battery tech – reliable. There are strong scores elsewhere, with practicality the only letdown, which could be down to the high load lip and 370-litre boot.



DID YOU KNOW? Owners in the executive class were most satisfied, with an average score of 88.73 per cent. MPV owners were least happy on average (86.47 per cent).

7. Jaguar XJ Mk4

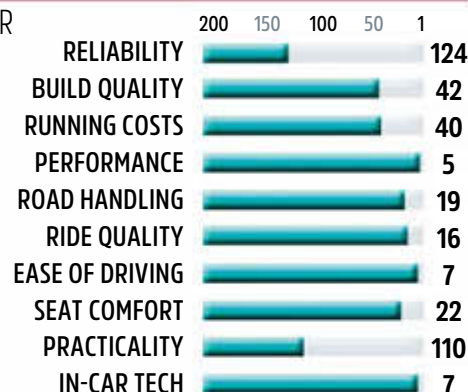
YEARS OF MANUFACTURE 2010-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/15 2014/NR

92.46%

NOT RATED 2014



IT'S a return to Driver Power for Jaguar's luxurious XJ Mk4, after it failed to rank last year. And it's a strong comeback, finishing inside the top 10 and topping the executive car class. The big Jag is comfortable on the road and easy to drive, while in-car tech is impressive for a model that's been on sale for five years. Power comes from a V6 or V8, and that translates into a fifth-place finish for performance, while still keeping running costs respectable for its size. Reliability and practicality are the XJ's only blemishes.



BEST EXECUTIVE CAR

THE Jaguar XJ certainly makes a statement on the road, with its long, sleek body concealing a huge engine, and it's this combination that owners love. Julian Fielden, from Sheffield, is now on his second XJ after upgrading to a Portfolio model. "This spec has just got everything," he told us. "The car itself is responsive and it's very quick for its size."

As our results show, owners have very few gripes with the XJ, and Julian agrees: "There's nothing not to like. It's the perfect car for me."

He's covered 25,000 miles in his latest XJ and says he's barely noticed the distance rack up, adding: "It's really comfortable, but it's great because you can go into sports mode if you want."

The XJ scores highly for in-car tech, and Julian loves the gadgetry. "The most convenient thing is the automatic dipped lights and full beam at night," he said. "It's amazing how much you miss them if you drive another car."

"THE PORTFOLIO-SPEC XJ HAS JUST GOT EVERYTHING. THE CAR ITSELF IS RESPONSIVE AND IT'S VERY QUICK FOR ITS SIZE"

JULIAN FIELDEN SHEFFIELD



6. Lexus NX

YEARS OF MANUFACTURE 2014-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

92.58%

NOT RATED 2014



ALTHOUGH Lexus has only recently started delivering the first NX models, owners already love it. In the most competitive class of all, the SUV market, the striking newcomer finishes second. It has the best build quality of any car in our top 200, plus finishes second for reliability. It's also fifth for in-car tech, which is due to the generous spec list even on base cars. Running costs are relatively high, which could be because owners expect more from a hybrid drivetrain. Even so, this is a superb debut for the NX.



5. Renault ZOE

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

92.87%

NOT RATED 2014



THE Renault ZOE is the highest placed electric car in Driver Power, seeing off its main rival, the Nissan Leaf. It's the cheapest car to run in our poll, and owners tell us it's the second best supermini. Not quite so impressive are the quality and reliability ratings – as the ZOE is only two years old, owners may be concerned about what the future holds. Still, you say the Clio-based EV is easy to drive, praise its in-car tech and tell us performance from the battery-powered drivetrain is strong.



THE TOP 200 CARS TO OWN

4. SEAT Leon Mk3

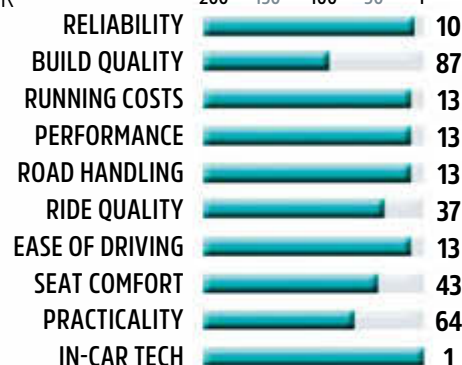
92.89%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



THE SEAT Leon is a former Auto Express Car of the Year, and now owners have ranked it as their number one compact family car in Driver Power. You tell us the in-car tech is the best of any model, while five other top 20 scores across the board highlight how versatile the Leon is. It's fun, easy to drive, and won't hit the wallet too hard. The car is now two years old, so 10th for reliability is pleasing, although quality is a letdown. Comfort and practicality ratings look low, but they're among the best for the class.



BEST COMPACT FAMILY CAR

A COMPACT family car needs to be a genuine all-rounder, and our results highlight how the SEAT Leon manages to excel in all areas. Owner Keith Purves, from Prudhoe in Northumberland, was instantly impressed when he test drove one up against a Volkswagen Golf. He said: "It was the value for money and I liked the look of it – plus the reviews were very good."

Keith has the pacey Cupra version of the Leon and is delighted with the performance. "I waited for the car because I knew the Cupra model was coming. It's comfortable around town but you can put it in Sport mode if you want to enjoy the drive. You can feel the car change character."

That impressive 10th place for reliability is backed up by Keith's experience over the past year, too. He explained: "It's been excellent and hasn't given me any issues at all. It's capable, but quietly capable – it doesn't look like a boy racer's car and is nice to own."

"I BOUGHT IT
BECAUSE I LOVED
THE VALUE FOR
MONEY AND THE
WAY IT LOOKED,
PLUS THE REVIEWS
WERE VERY GOOD"

KEITH PURVES PRUDHOE, NORTHUMBERLAND



3. Hyundai i10 Mk2

93.59%

YEARS OF MANUFACTURE 2014-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

NOT
RATED
2014



A PODIUM finish on its Driver Power debut is great news for the Hyundai i10, as it takes the crown as best supermini. It finishes in the top five for reliability, running costs and ease of driving – three vital categories for buyers in this sector. For such a small car, 59th for practicality is impressive, while in-car tech and handling are good, too. In fact, owners rated its ride quality as the best in class. Its score would have been good enough for top spot last year, which shows just how tough the competition is.



BEST SUPERMINI

SUPERMINIS strive to create the big-car feel in a small package, and owner David Woodward, from Ryde on the Isle of Wight, thinks that Hyundai has got it just right with its latest i10. "It's a very spacious little car," he told us. "It really feels like you're driving something much bigger."

David picked the i10 over a Skoda Citigo – last year's top supermini – and feels he's made the right choice for the Isle of Wight's undulating terrain. "It's got a beautifully revvy engine that is well proven," he said. "It looks fantastic, too, with a lovely bit of styling." David also praised the slick gearbox and the user-friendly nature of the interior.

This class of car is all about low running costs, and David is delighted with how much – or more accurately how little – he spends on his i10. "Running costs are pennies, insurance is cheap and there's a five-year warranty, plus I've got a servicing plan included," he added.

"MY i10 HAS A
BEAUTIFULLY REVVY
ENGINE, AND IT
LOOKS GOOD. I
LOVE THE FACT THAT
RUNNING COSTS
ARE PENNIES, TOO"

DAVID WOODWARD RYDE, ISLE OF WIGHT



DID YOU KNOW? Two-thirds of respondents to our Driver Power 2015 survey told us they'd buy the same car again, while nearly half would stick with the same manufacturer.

2. Skoda Yeti

93.92%

YEARS OF MANUFACTURE 2009-present **PREVIOUS** 2010/NR 2011/2 2012/1 2013/1 2014/1

DOWN 1

THE Skoda Yeti has a proud record in our Driver Power survey, after finishing first for three years running, but it's finally been knocked off its perch.

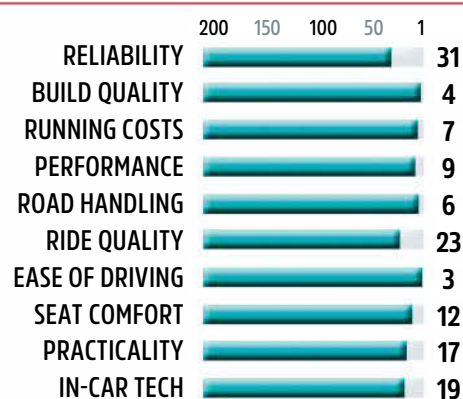
The chunky crossover hasn't fallen far, though – it finishes as our runner-up in 2015, and its overall score has actually increased. Plus, it's been named as the best SUV in the survey – some feat for a car that went on sale in 2009 – so Skoda has nothing to be ashamed of. It looks as though last year's facelift has successfully prolonged the Yeti's life.

Five rankings are in the top 10, while the car isn't ranked lower than 31st in any category; the only mild

disappointments are reliability and ride quality. Owners also say the Yeti's well built, cheap to run and easy to drive, with the elevated seating position helping this.

Those seats are comfortable, too, while the strong performance and good road handling make it fun. The boxy styling and upright stance may not be to everyone's taste, but there's no doubting the Yeti is still great new and an even better used buy.

It's been one of the best cars in Driver Power over the past 14 years and there's no reason it won't bounce back next year, because the Skoda was just 0.04 per cent behind our winner.



BEST OFF-ROAD/SUV

SKODA owners are traditionally loyal to the brand after previously good experiences, and Carly Soffe, from Chichester, West Sussex is no different, having owned models including an Octavia vRS hatch for several years.

Carly went for the Yeti after a change of jobs meant she required more space. She said: "I needed a car that was a bit bigger and that would let me carry two greyhounds." The Yeti ticked all those boxes and more.

Carly continued: "It's good for motorway miles and A or B-roads. I test drove a VW Tiguan, but really I'd already decided the Yeti was for me."

The Yeti has proven reliable so far and Carly expects to continue with it for the next couple of years before upgrading to a newer version.

She said: "I've got a three-year finance lease and I'll probably do the same again after that. It's the same team at the dealership that I know and that makes a difference if you have good contact with them."

"IT'S GOOD ON THE MOTORWAY, PLUS A AND B-ROADS. I TRIED A TIGUAN, TOO, BUT REALLY I'D ALREADY DECIDED ON THE YETI"

CARLY SOFFE CHICHESTER, WEST SUSSEX



THE TOP 200 CARS TO OWN

1. Lexus IS Mk3

 93.96%

YEARS OF MANUFACTURE 2013-present **PREVIOUS** 2010/NR 2011/NR 2012/NR 2013/NR 2014/NR

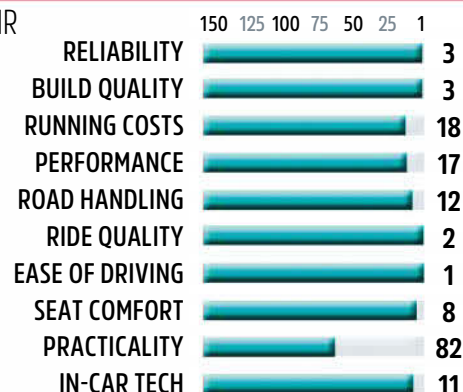
YOUR winner for 2015 is... the Lexus IS Mk3. This is a debut victory for the compact executive, which has ended up with an incredibly high set of scores across the board. In there are four podium finishes and a further five top-20 placings. The only slight blemish is practicality, because the IS is only fourth best in a class that is famed for performing poorly in this category.

The Mk3 has outshone its predecessor, which reached a high of 18th on its debut in 2009 and now finds itself in 83rd. It's quite some debut for the Mk3.

Owners praise the reliability of the IS alongside its great build quality – two staples of the Lexus brand. On

top of that, you tell us the latest IS is the easiest car to drive of any in the top 200, and that talent is coupled with a comfortable ride. The hybrid powertrain on offer helps keep down running costs without hindering performance, while even a slightly fiddly joystick-operated infotainment system can't detract from how owners feel about the in-car technology.

The challenge now is for the brand to try to achieve back-to-back wins next year, and repeat the feat of the Skoda Yeti and Octavia, plus the Honda S2000. It will be a tough task, but as our Driver Power 2015 results show, Lexus is only moving in one direction: up.



NOT
RATED
2014



BEST COMPACT EXECUTIVE CAR

THE Lexus IS has brought about a changing of the guard at the top of the compact executive class, beating European rivals. Owner John Hazlewood is one of the architects of that change, having swapped from a BMW to the IS.

"I was always a loyal BMW owner, but saw the new IS and thought it was a really great-looking car," he told us. "I took a look and was very impressed with it in terms of driving experience, build quality and specification."

John has the F Sport model, which comes with plenty of tech, plus the option of a V6 or hybrid engine. He went with the V6 and said: "Few cars in this category have six cylinders and it handles really nicely."

During the week John lives in London before commuting to Hampshire at weekends. He explained: "It's comfortable, and the technology is fantastic."

John also thinks the IS is much more interesting than any BMW on sale now, and his experience so far has convinced him to stay with the brand.

"I WAS A BMW FAN, BUT I SAW THE IS AND WAS VERY IMPRESSED IN TERMS OF DRIVING EXPERIENCE AND BUILD QUALITY"

JOHN HAZLEWOOD SOUTHAMPTON



Supermini

TOP FIVE	Hyundai i10 Mk2	93.59%
	Renault ZOE	92.87%
	MINI Mk3	92.27%
	MG3	91.96%
	Peugeot 108	91.17%
BOTTOM FIVE	Renault Clio Mk3	83.11%
	Hyundai i10 Mk1	82.98%
	Fiat Panda Mk2	82.82%
	Kia Venga	82.77%
	Hyundai i20 Mk1	82.68%

Executive car

TOP FIVE	Jaguar XJ Mk4	92.46%
	Lexus GS Mk3	91.59%
	Lexus GS Mk4	91.12%
	Jaguar XF	90.91%
	BMW 5 Series Mk6	89.57%
BOTTOM FIVE	Mercedes E-Class Mk4	88.97%
	Volvo V70 Mk3	87.89%
	Mercedes E-Class Mk3	85.83%
	Audi A6 Mk3	84.99%
	BMW 5 Series Mk5	83.45%

Compact family car

TOP FIVE	SEAT Leon Mk3	92.89%
	Nissan Leaf	92.45%
	Skoda Octavia Mk3	91.88%
	Volvo V40 Mk2	91.39%
	Peugeot 308 Mk2	91.17%
BOTTOM FIVE	Audi A3 Mk2	83.69%
	Toyota Auris Mk1	83.24%
	SEAT Leon Mk2	82.95%
	Citroen C4 Mk1	82.91%
	Honda Civic Mk8	82.80%

Off-roader/SUV

TOP FIVE	Skoda Yeti	93.92%
	Lexus NX	92.58%
	Audi Q3	91.41%
	Lexus RX Mk3	91.27%
	Honda CR-V Mk4	91.06%
BOTTOM FIVE	Range Rover Mk3	84.93%
	Volvo XC90 Mk1	83.86%
	Nissan X-Trail Mk2	83.80%
	Land Rover Discovery Mk3	83.56%
	Nissan Qashqai Mk1	82.64%

Family car

TOP FIVE	Skoda Superb Mk2	91.68%
	Skoda Rapid	90.77%
	MG6	90.52%
	Dacia Logan MCV	89.53%
	Mazda 6 Mk3	89.47%
BOTTOM FIVE	Mazda 6 Mk2	85.98%
	Ford Mondeo Mk4	85.66%
	Subaru Legacy Mk4	85.17%
	Vauxhall Insignia	84.79%
	Peugeot 407	82.73%

MPV

TOP FIVE	Skoda Roomster	88.92%
	Citroen C4 Picasso Mk2	88.10%
	Renault Scenic/Grand Scenic Mk3	88.06%
	Vauxhall Zafira Tourer	88.05%
	Ford C-MAX/Grand C-MAX Mk2	88.04%
BOTTOM FIVE	Ford Galaxy Mk3	84.97%
	Peugeot 5008	84.84%
	Volkswagen Touran	84.48%
	SEAT Altea	83.65%
	Vauxhall Meriva Mk2	83.39%

Compact executive car

TOP FIVE	Lexus IS Mk3	93.96%
	Audi A5 Sportback	90.67%
	Honda Accord Mk8	89.84%
	Mercedes C-Class Mk4	89.76%
	BMW 3 Series Mk6	89.33%
BOTTOM FIVE	Audi A4 Mk4	85.12%
	Volkswagen Passat Mk7	84.78%
	Alfa Romeo 159	84.02%
	BMW 3 Series Mk5	83.94%
	Volvo V50	83.00%

Sports car

TOP FIVE	BMW 4 Series	91.13%
	Jaguar F-Type	90.23%
	Jaguar XK/R Mk2	88.81%
	Peugeot RCZ	88.15%
	Volkswagen Scirocco Mk3	87.48%
BOTTOM FIVE	Porsche Boxster Mk2	85.65%
	Mercedes CLK Mk2	84.99%
	Audi TT/Roadster Mk2	83.53%
	BMW 3 Series Coupé/Convertible Mk5	83.53%
	BMW 1 Series Coupé/Convertible	82.80%

WINNERS BY CATEGORY

Reliability



1. TOYOTA iQ

98.81%

RELIABILITY is key when it comes to buying a car, and it's one of the few things that you are unwilling to compromise on as an owner.

The most reliable car, according to our Driver Power 2015 satisfaction survey, is the Toyota iQ, which finished just ahead of its premium cousins, the new Lexus NX and IS Mk3. In fact, Toyota and Lexus make up half of the top 10 for reliability, although

we'll have to wait until next year to see if the all-new models can maintain their strong form.

Seven out of the top 10 cars are Japanese, while there are two South Korean models in the shape of the Hyundai i10 Mk2 and Kia Picanto Mk2.

At the other end, it's another forgettable year for Land Rover, with three of its cars in the bottom 10. BMW will be disappointed to see two of its models here, too.

RELIABILITY TOP 10

1.	Toyota iQ	98.81%
2.	Lexus NX	98.71%
3.	Lexus IS Mk3	98.58%
4.	Hyundai i10 Mk2	98.46%
5.	Honda Jazz Mk2	97.86%
6.	Lexus GS Mk3	97.59%
7.	Toyota RAV4 Mk4	97.50%
8.	Nissan Leaf	97.45%
9.	Kia Picanto Mk2	97.14%
10.	SEAT Leon Mk3	96.90%

RELIABILITY BOTTOM 10

191.	Citroen C5 Mk2	86.88%
192.	Range Rover Sport Mk1	86.00%
193.	Peugeot 407	85.91%
194.	Alfa Romeo MiTo	85.35%
195.	Volvo V50	85.21%
196.	BMW 3 Series Coupé/Convertible Mk5	84.78%
197.	Ford Galaxy Mk3	83.56%
198.	BMW 5 Series Mk5	83.48%
199.	Range Rover Mk3	79.57%
200.	Land Rover Discovery Mk3	78.36%

Build quality



1. LEXUS NX

98.71%

THE fit and finish of your car is a simple way of judging the quality, as it's what you can see on the surface. Panel gaps, poor cabin materials or even parts of trim falling off are signs of lacklustre build.

Last year, Audi dominated the top 10, but Lexus has well and truly taken command in 2015's survey, occupying the top three places in this category and having another car in eighth position. It may be a

little early to truly judge the NX and IS, but owners are clearly pleased with how well they are put together.

Audi still has a strong presence in the top 10 with three cars, although last year's build quality champ – the Q5 – has fallen down the chart. Skoda continues its decent form in this category with two high finishers.

Meanwhile, Peugeot's 5008 came last, and was joined in the bottom 10 by its 407 and 107 sister cars.

BUILD QUALITY TOP 10

1.	Lexus NX	98.71%
2.	Lexus RX Mk2	97.50%
3.	Lexus IS Mk3	97.08%
4.	Skoda Yeti	96.62%
5.	Audi A6 Mk4	96.59%
6.	Audi A3 Mk3	96.46%
7.	Audi Q3	95.96%
8.	Lexus CT	95.58%
9.	Skoda Superb Mk2	95.50%
10.	Honda Accord Mk8	95.41%

BUILD QUALITY BOTTOM 10

191.	Citroen C4 Mk1	84.31%
192.	Hyundai i20 Mk1	84.30%
193.	Nissan Note Mk2	84.17%
194.	Honda Civic Mk8	84.12%
195.	Peugeot 107	83.40%
196.	Ford Focus Mk2	83.11%
197.	SEAT Leon Mk2	82.40%
198.	Kia Venga	82.26%
199.	Peugeot 407	82.05%
200.	Peugeot 5008	81.14%

Running costs



1. RENAULT ZOE

95.06%

FUEL economy isn't everything in the running costs category; there are other aspects to consider, such as servicing prices and insurance premiums.

According to you, the Renault ZOE EV ticks all those boxes best, with a score nearly two per cent higher than its closest rival's on its Driver Power debut.

As the ZOE is all-electric, there are no fuel costs to consider, but with fewer mechanical parts, servicing

is also affordable. It's not the only EV in the top 10, though, as the Nissan Leaf finished in fourth.

Small cars, such as the Skoda Citigo and VW up!, dominated the right end of the table, with a further two Skoda models lining up in the top 10.

SUVs littered the opposite end, with Land Rover covering the bottom three spots. Fuel economy has improved, but high servicing costs let the brand down.

RUNNING COSTS TOP 10

1.	Renault ZOE	95.06%
2.	Skoda Citigo	93.01%
3.	Volkswagen up!	92.36%
4.	Nissan Leaf	92.06%
5.	Hyundai i10 Mk2	90.90%
6.	Skoda Rapid	90.62%
7.	Skoda Yeti	89.69%
8.	Toyota Aygo Mk2	89.50%
9.	Dacia Logan MCV	89.46%
10.	Peugeot 108	89.29%

RUNNING COSTS BOTTOM 10

191.	Volvo V50	71.69%
192.	BMW 5 Series Mk5	71.68%
193.	Land Rover Freelander Mk2	70.92%
194.	Land Rover Discovery Mk4	69.82%
195.	Subaru Legacy Mk4	69.13%
196.	Mazda CX-7	68.80%
197.	Volvo XC90 Mk1	67.96%
198.	Range Rover Mk3	66.96%
199.	Range Rover Sport Mk1	66.76%
200.	Land Rover Discovery Mk3	63.65%

Performance



1. PORSCHE 911 997

98.95%

PACE and power might not be the most important attribute for everyone, but it's a key consideration for those in the market for a sports car.

The ongoing Driver Power tussle between the Jaguar XK and Porsche 911 continues this year, but this time it's the German car that comes out on top.

Jaguar still has four models in the top 10, with the new F-Type debuting in third place, but the rest of the

top 10 is a mixed bag. Porsche is represented again by the sixth-placed Boxster, one ahead of the MINI. Jeep will be pleased to see that its Grand Cherokee Mk4 has broken into the top 10, finishing eighth.

Being at the wrong end of this category isn't quite the disaster that it might seem, as the majority of the bottom 10 is made up of superminis and family cars that don't major on performance.

PERFORMANCE TOP 10

1.	Porsche 911 997	98.95%
2.	Jaguar XK/R Mk2	98.77%
3.	Jaguar F-Type	98.32%
4.	Lexus GS Mk3	98.28%
5.	Jaguar XJ Mk4	97.07%
6.	Porsche Boxster Mk2	96.27%
7.	MINI Mk3	95.69%
8.	Jeep Grand Cherokee Mk4	95.52%
9.	Skoda Yeti	95.20%
10.	Jaguar XF	95.10%

PERFORMANCE BOTTOM 10

191.	Peugeot 107	79.22%
192.	Hyundai i20 Mk1	78.99%
193.	Vauxhall Astra Mk4	78.83%
194.	Fiat Panda Mk2	78.30%
195.	Kia Picanto Mk2	77.86%
196.	Kia Venga	76.60%
197.	Vauxhall Meriva Mk2	76.44%
198.	Vauxhall Corsa Mk4	75.50%
199.	Nissan Note Mk2	75.28%
200.	Nissan Qashqai Mk1	72.25%

WINNERS BY CATEGORY



Road handling



1. PORSCHE BOXSTER MK2 98.98%

AFTER topping the performance category, Porsche shows why its cars are considered the best to drive by hitting the Driver Power summit for handling, too.

This time, it's a one-two for the German brand, with the Boxster Mk2 just ahead of the previous 911. Subaru's Impreza is a surprise package in third.

It's a good year for MG, too, with its MG6 and MG3 models placing in the top 10. The Skoda Yeti shows

that it doesn't need to conform to its SUV priorities by coming sixth, while the Toyota GT86 maintains its reputation for delivering low-cost thrills in 10th.

Again, the models sitting in the bottom 10 of this category won't lose too much sleep over it. However, Nissan should be a little concerned that three of its cars are in the mix, while Land Rover would have hoped for a better return from its Mk3 Range Rover.

ROAD HANDLING TOP 10

1.	Porsche Boxster Mk2	98.98%
2.	Porsche 911 997	98.60%
3.	Subaru Impreza Mk3	98.42%
4.	MG6	97.55%
5.	Subaru Legacy Mk4	97.23%
6.	Skoda Yeti	96.91%
7.	Jaguar F-Type	96.42%
8.	MG3	96.30%
9.	Mazda MX-5/RC Mk3	95.98%
10.	Toyota GT86	95.93%

ROAD HANDLING BOTTOM 10

191.	Kia Sportage Mk3	83.27%
192.	Range Rover Mk3	83.04%
193.	Hyundai i40 Mk3	82.99%
194.	Volkswagen Passat Mk7	82.30%
195.	Nissan X-Trail Mk2	81.02%
196.	Nissan Note Mk1	80.97%
197.	Volvo XC90 Mk1	80.90%
198.	Nissan Qashqai Mk1	80.79%
199.	Hyundai i20 Mk1	79.49%
200.	Kia Venga	79.25%



Ride quality



1. LAND ROVER DISCOVERY MK4 95.89%

IN a country where roads are littered with potholes, cars' ride quality has become hugely important.

Land Rover dominated this category last year, and it leads the way again with three models in the top 10. The Mk3 Discovery pipped its replacement in 2014's poll, but the latest Mk4 now takes first place.

The Range Rover and Range Rover Sport show just what luxury SUVs can do by coming third and fifth

respectively, and Jaguar's XF joins the top 10 alongside the XK. The Nissan Leaf is a surprise new entry, and proves that it's more than just about running costs.

Go to the other end of the table, and it makes for disappointing reading for Hyundai, with two models sitting near the bottom of the category. Meanwhile, the likes of the Citroen DS5 and Audi A1 have fared poorly here, too, while the Honda Civic comes 200th.

RIDE QUALITY TOP 10

1.	Land Rover Discovery Mk4	95.89%
2.	Lexus IS Mk3	95.49%
3.	Range Rover Mk3	94.78%
4.	Subaru Forester Mk4	94.17%
5.	Range Rover Sport Mk2	94.00%
6.	Lexus RX Mk2	93.86%
7.	Jaguar XK/R Mk2	93.46%
8.	Nissan Leaf	93.40%
9.	Jaguar XF	93.27%
10.	Lexus GS Mk4	93.19%

RIDE QUALITY BOTTOM 10

191.	Hyundai i20 Mk1	77.47%
192.	Nissan Note Mk1	77.28%
193.	Fiat Panda Mk2	77.02%
194.	Hyundai i10 Mk1	77.00%
195.	Mercedes B-Class Mk2	76.18%
196.	Kia Picanto Mk2	76.07%
197.	BMW 1 Series Coupé/Convertible	75.86%
198.	Citroen DS5	74.06%
199.	Audi A1	73.75%
200.	Honda Civic Mk8	69.18%



Ease of driving



1. LEXUS IS MK3

98.81%

MODERN cars need to be as easy to manoeuvre in tight city streets as they are composed on motorways. So light steering and good visibility are all-important.

The Lexus IS Mk3 continues its strong Driver Power form by taking top spot ahead of another newcomer, the Renault ZOE, and last year's winner, the Skoda Yeti.

There's a solid mix of cars again this year, and while superminis have done well, the higher-riding

SUVs are clearly owners' favourites, as the Audi Q3 and Lexus RX Mk2 take their place in the top 10.

Jaguar has three models in the top 10, including the F-Type, which is a somewhat surprising result considering the car's low-slung position.

Unfortunately, owners tell us the old Hyundai i20 is the worst car in this category. And it's not the only Hyundai in the bottom 10, as the i40 also features.

EASE OF DRIVING TOP 10

1.	Lexus IS Mk3	98.81%
2.	Renault ZOE	98.27%
3.	Skoda Yeti	98.24%
4.	Hyundai i10 Mk2	97.69%
5.	Audi Q3	97.69%
6.	Lexus GS Mk3	97.59%
7.	Jaguar XJ Mk4	97.24%
8.	Jaguar XF	96.95%
9.	Jaguar F-Type	96.84%
10.	Lexus RX Mk2	96.82%

EASE OF DRIVING BOTTOM 10

191.	Vauxhall Astra Mk6	87.85%
192.	Vauxhall Insignia	87.78%
193.	Renault Clio Mk3	87.67%
194.	Toyota Yaris Mk2	87.65%
195.	Citroen C3 Mk2	87.64%
196.	Nissan X-Trail Mk2	87.46%
197.	Hyundai i40	87.16%
198.	Kia Venga	86.04%
199.	BMW 1 Series Coupé/Convertible	85.98%
200.	Hyundai i20 Mk1	85.57%



Seat comfort



1. LEXUS RX MK2

97.27%

SEAT comfort is a big factor in motoring satisfaction, especially if you're a high-mileage driver, as it makes your time in the car that little bit more pleasant.

Lexus has three models in the top 10, with the RX Mk2 leading the pack ahead of the GS Mk3. The RS, IS and new NX also make an appearance.

Volvo comes closest to rivalling Lexus' dominance here. Last year's winner of this category, the V70 Mk2,

may have tumbled down the chart, but the new Mk3 model comes in at seventh, while the XC70 finishes third and the V40 sits one place behind.

It's another poor showing for Nissan, with the Note Mk1 languishing at the bottom of our seat comfort top 200, although age may now be playing a part. Elsewhere, Volkswagen won't be happy to see three of its models in the bottom 10.

SEAT COMFORT TOP 10

1.	Lexus RX Mk2	97.27%
2.	Lexus GS Mk3	97.24%
3.	Volvo XC70 Mk2	96.98%
4.	Volvo V40 Mk2	96.80%
5.	Lexus RX Mk3	96.74%
6.	Jeep Grand Cherokee Mk4	96.55%
7.	Volvo V70 Mk3	96.39%
8.	Lexus IS Mk3	95.89%
9.	Lexus NX	95.81%
10.	MG3	95.56%

SEAT COMFORT BOTTOM 10

191.	VW Polo Mk5	85.12%
192.	SEAT Ibiza Mk4	85.03%
193.	Toyota Auris Mk1	84.49%
194.	VW Touran Mk1	84.00%
195.	Toyota Yaris Mk2	83.93%
196.	Peugeot 107 Mk1	83.53%
197.	VW Passat Mk7	82.79%
198.	Fiat Panda Mk2	81.49%
199.	Hyundai i20 Mk1	81.01%
200.	Nissan Note Mk1	80.00%

WINNERS BY CATEGORY



Practicality



1. SUBARU OUTBACK MK1 98.80%

AS people's lives become ever-busier, practicality has been pushed up their list of demands from cars.

And you tell us the Subaru Outback is Britain's most practical car, with its 512-litre boot expanding to 2,000 litres with the rear seats folded. And it isn't the only Subaru rated here – the Legacy Mk5 is fourth.

Elsewhere in the top 10, three Skoda models continue the manufacturer's fine Driver Power form

and show where its cars' strengths remain. It's also no surprise to see two Land Rover models flying high.

At the other end of the table, the Volvo C30 comes in at 200, the same as last year, and is clearly badly hindered by its awkwardly shaped boot space. The MINI Mk2 also fares poorly, and it's no surprise that cars such as the Porsche 911 and Mazda MX-5 Mk3 are sitting at the lower end of the practicality chart.

PRACTICALITY TOP 10

1.	Subaru Outback Mk1	98.80%
2.	Jeep Grand Cherokee Mk4	98.62%
3.	Land Rover Discovery Mk4	98.57%
4.	Subaru Legacy Mk5	98.51%
5.	Land Rover Discovery Mk3	98.36%
6.	Skoda Superb Mk2	98.32%
7.	Skoda Rapid	98.15%
8.	Volvo V70 Mk3	98.06%
9.	Hyundai Santa Fe Mk2	98.04%
10.	Skoda Octavia Mk3	97.91%

PRACTICALITY BOTTOM 10

191.	Mazda MX-5/RC Mk3	80.32%
192.	Nissan Juke	79.89%
193.	Audi TT/Roadster Mk2	79.45%
194.	VW Scirocco Mk3	78.72%
195.	Porsche 911 997	77.89%
196.	BMW 1 Series Coupé/Convertible	76.32%
197.	Audi A1	76.25%
198.	Suzuki Swift Mk2	76.07%
199.	MINI Mk2	75.28%
200.	Volvo C30	73.67%



In-car tech



1. SEAT LEON MK3 95.04%

SKIMPING on in-car technology is no longer an easy option for makers – people want reliable gadgets that make their lives behind the wheel easier.

The SEAT Leon narrowly takes top spot here; the sheer amount of equipment it has makes it great value for money, and is central to its success.

It's another strong showing for Lexus, too, with two models in the top 10, while the all-electric Renault

ZOE also makes an appearance. Plus, Jeep will be pleased to see its Grand Cherokee in third place.

Age is a big factor in this category, so it's no surprise to see the likes of the BMW 1 Series Coupé and Convertible struggling – earliest examples went on sale seven years ago. Cars like the Peugeot 107 and Fiat Panda Mk2 focused on affordability, so do without some basic tech, and that holds them back.

IN-CAR TECH TOP 10

1.	SEAT Leon Mk3	95.04%
2.	Lexus GS Mk3	95.00%
3.	Jeep Grand Cherokee Mk4	94.66%
4.	MG3	94.16%
5.	Lexus NX	93.71%
6.	Honda Accord Mk8	93.11%
7.	Jaguar XJ Mk4	92.68%
8.	MINI Mk3	92.62%
9.	Renault ZOE	92.22%
10.	Audi A5 Sportback	92.20%

IN-CAR TECH BOTTOM 10

191.	SEAT Altea	76.46%
192.	Subaru Legacy Mk4	75.85%
193.	Honda Civic Mk8	75.52%
194.	Porsche Boxster Mk2	75.42%
195.	Peugeot 107	75.23%
196.	Volkswagen Touran	74.88%
197.	Toyota Yaris Mk2	74.81%
198.	Fiat Panda Mk2	73.94%
199.	Audi TT/Roadster Mk2	73.45%
200.	BMW 1 Series Coupé/Convertible	73.33%



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AE If you're after a fun-handling hatchback with plenty of performance, there's no shortage of options on offer, with a host of powerful new contenders on the market. However, there's also a growing group of 'warm' hatchbacks that deliver driving thrills on a cut-price budget, without affecting usability.

The latest challenger is the Peugeot 308 GT. It'll be a while before we see a more focused 308 GTi, so for now the £24,095 GT is the fastest 308 on sale. Hot on the

Peugeot's heels is the recently released Renault Mégane GT 220 hatchback. It's more powerful and slightly cheaper, at £23,250, and promises some Renaultsport-inspired magic on the road.

Both cars will face a firm test, though, in the form of the popular Kia Cee'd GT. It boasts a similar power output, added style and family friendly practicality. So does the new 308 GT have what it takes to rise to the top?



Call of the mild

Don't need a full-fat hot hatch? We try three warmed-up models with both pace and comfort

Pictures: Otis Clay Location: Castle Combe, Wiltshire



Peugeot 308 GT

Price: £24,095 **Engine:** 1.6-litre 4cyl, 202bhp
0-60mph: 7.7 seconds **Test economy:** 33.5mpg/7.4mpl
CO₂: 130g/km **Annual road tax:** £110



Renault Mégane GT 220

Price: £23,250 **Engine:** 2.0-litre 4cyl, 217bhp
0-60mph: 7.1 seconds **Test economy:** 30.6mpg/6.8mpl
CO₂: 169g/km **Annual road tax:** £205



Kia Cee'd GT Tech

Price: £23,400 **Engine:** 1.6-litre 4cyl, 201bhp
0-60mph: 7.4 seconds **Test economy:** 29.7mpg/6.6mpl
CO₂: 171g/km **Annual road tax:** £205

MODEL TESTED: Peugeot 308 GT
PRICE: £24,095 **ENGINE:** 1.6-litre 4cyl, 202bhp

AE THE 308 is a stylish family hatchback that has helped turn around Peugeot's image. It looks sleek and sharp even in standard trim, but the design and performance have been ramped up a notch with the launch of this new £24,095 GT model.

Styling 4.2/5

IN recent years, Peugeot has sharpened up its design language, and the 308 GT is one of the best examples yet. Chunkier bumpers and bigger wheels set it apart from the standard car, and give it a nicely understated, but purposeful look.

At the front, there's a prominent 'blade' in the bumper, with a sleek bonnet and headlights that feature sweeping indicators like an Audi R8. With 18-inch wheels fitted as standard and deeper side skirts, the GT's flared rear wheelarches are more obvious, but it's at the back where the 308 looks most muscular. Two wide tailpipes sit inside a glossy black insert, and the wraparound rear bumper and narrow back window make the 308 look wide and squat. Like the headlights, the tail-lamps feature an interesting design – there are three light bars that are meant to resemble the claws of the Peugeot lion.

From the outside, the GT looks upmarket and a credible rival to a premium hatch like the VW Golf, and it has a high-quality feel inside, too. The GT trim level sits at the top of the 308 range, and with our test car's neat metal detailing and optional leather seats it feels expensive and refined. This is helped by the clear 9.7-inch touchscreen that controls everything from the heating to the radio and sat-nav. Sometimes it can be frustrating as the screen can respond slowly to inputs, but it looks slick and declutters the dashboard and centre console.

Peugeot calls this its i-cockpit, which also includes the small steering wheel and high-up dials. The concept behind the low steering wheel means you look over rather than through to the dashboard, but, like in the smaller 208, it compromises the driving position here and blocks your view of the speedo if you want the steering wheel higher. The dials are a cool feature, though, with the rev counter needle rotating the opposite way to the speedo – it's another touch that adds to the 308 GT's solid air of quality.

Driving 4.0/5

ALTHOUGH the Peugeot might look like a hot hatchback, with a 1.6-litre turbocharged engine it's more of a warm family five-door – it won't compete with the likes of the Volkswagen Golf GTI.

The petrol unit produces 202bhp, but you have to really work it hard to tap into the GT's performance. Below 4,000rpm, the engine feels strained, yet keep your foot on the throttle and the 308 picks up and flies towards its lofty red line.

It was still the slowest car on test according to our figures, completing the 0-60mph sprint in 7.7 seconds, but although the GT trailed the Mégane and Cee'd when it came to in-gear acceleration, the engine still feels torquy and willing. Its big bonus is the excellent refinement.

Despite those 18-inch alloys and lowered suspension, it rides nicely, too. It has a soft edge that takes the sting out of bad bumps – there's lots of comfort on offer, but still enough composure for faster back road driving. One of the advantages of the 308's small steering wheel is that it makes the car feel very alert and agile, dancing through quick direction

Testers' notes

"It's only just gone on sale, but the 308 GT is already available with some decent finance deals. Peugeot is offering the 1.6 five-door for £329 per month based on a 36-month contract and a deposit of £3,054. Interest is charged at a low 1.9 per cent, but watch out for the excess mileage charge as the agreement is limited to 6,000 miles per year. Renault can better this with zero per cent finance for four years."



Sean Carson Senior road tester

changes. Press the Sport button and you can sharpen up the handling even further – in Dynamic mode the dials glow red, the throttle is more responsive and the 308's steering weights up. However, the GT pipes an annoyingly fake engine rumble into the cabin, which takes the shine off the improved steering.

Ownership 3.8/5

PEUGEOT hasn't always fared well when it comes to reliability, but its performance in our Driver Power satisfaction surveys has improved over recent years. It finished 14th in 2014, ahead of premium brands like VW and Land Rover, while the dealer network ranked ahead of Renault and Kia's, coming ninth. Plus, the 308 climbed an impressive nine places to 17th overall in our 2015 survey (Page 45).

Whereas Renault and Kia offer extensive warranties, Peugeot makes do with a regular three-year/60,000-mile policy. The 308 gets six airbags and ESP as standard, which helped it score an impressive five-star overall rating in Euro NCAP's crash tests. GT trim also adds dynamic cruise control, collision alert and emergency collision braking to help improve safety levels even further.

Running costs 3.4/5

THE GT's stop/start-equipped 1.6-litre engine doesn't have the performance of the other two, but it's more efficient on paper. CO₂ emissions of 130g/km are lower than either the Mégane or Cee'd and mean a Benefit in Kind rating of just 21 per cent.

As a result, the Peugeot will cost £545 less than the Renault to run over a year for higher-rate company car drivers, and a £655 less than the Kia. Road tax costs almost half as much as for its rivals, at £110, while the 308 GT's lower insurance group rating means premiums are also cheaper for our sample driver.

On test, the Peugeot was the most economical choice, too, returning 33.5mpg according to our figures – it means you'll spend around £150 less on fuel per year, but the real-world fuel economy is still some way off Peugeot's numbers. The Mégane and Cee'd get closer to their official claims.

These savings on running costs are useful, as Peugeot's three-year fixed-price servicing package works out £69 more expensive than its rivals in this test. On top of that, lower predicted residual values of 34 per cent, plus the highest purchase price here, mean the 308 GT will depreciate the most after three years. It'll lose £15,770 of its value, which is £692 more than the Kia and a hefty £1,371 worse than the Renault.



Peugeot 308

Interior SMALL steering wheel, high-placed dials, big touchscreen set clutter-free interior apart





Ride quality

GT's suspension has been lowered by 7mm at front and 10mm at rear compared to the regular 308. Yet despite this, plus firmer springs and dampers, ride quality is supple and refinement impresses on the road

308 GT



CO₂/tax
130g/km
£110 or 21%



Practicality
Boot (seats up/down)
470/1,309 litres



Performance
0-60/30-70mph
7.7/6.7 seconds



Braking
70-0/60-0/30-0mph
50.1/33.0/9.2m



Running costs
33.5mpg (on test)
£60 fill-up



Boot space

PEUGEOT has the biggest boot on test – with the seats down, it offers 1,309 litres of space. Cabin is tight, but blends practicality with quality feel

Practicality 4.0/5

ONE disadvantage of the 308's styling is the low roofline – it means the cabin is the most cramped on test. In the front it feels cossetting and cosy, but in the back it's much tighter, not helped by tinted windows that made our car's interior feel dark.

You don't have to be too tall to find the limit of leg or headroom, but at least the Peugeot still feels sophisticated in the rear. It also has the largest boot of the trio, with a capacity of 470 litres. Fold the seats and the 308 increases its practicality advantage, with a maximum of 1,309 litres of luggage room on offer.

Storage inside could be better, however: right-hand-drive cars have a smaller glovebox as space is taken up by the 308's fuses – a common complaint.

Testers' notes

"The 308 GT bodes well for the upcoming 308 GTi. The chassis is grippy, but not too hard, meaning it's comfortable around town and on long journeys. I still think the position of the steering wheel is flawed, though."



James Disdale Road test editor

MODEL TESTED: Renault Mégane GT 220

PRICE: £23,250 ENGINE: 2.0-litre 4cyl, 217bhp

AE RELEASED in 2008, the Mégane is showing its age, but Renault is hoping to inject a new lease of life into the range with this £23,250 GT 220 version – a half-way house between the normal car and the sizzling Renaultsport hot hatch.

Styling 3.4/5

NEXT to the other two cars here, the Renault is immediately less appealing to look at. The chunky Peugeot and in-your-face Kia command attention in different ways, but the Mégane GT 220 seems bland. There are a few design touches to set it apart from the rest of the Mégane line-up, but even the facelifted car's more slender headlights, silver plastic bumper inserts and 18-inch alloy wheels can't sharpen up the bulbous shape.

Compared to the 308 GT or Cee'd GT, the Mégane lacks visual impact – even though this is a compromise between a performance hatchback and a practical everyday family car, it could do with a bigger rear spoiler and deeper side skirts to toughen up the look.

It's not all bad, though. There are a few extravagant design touches, including Renault's oversized grille badge, bespoke GT 220 logos on the pillars, and silver mirror caps to brighten up the Mégane's otherwise anonymous image.

Like the exterior, the cabin feels outdated compared to the posher Peugeot and solid Kia. It's a sea of plastic that Renault has tried to liven up with a carbon dash insert and some sportier seats. These do give plenty of support, and the contrasting red stitching is a nice touch.

The Mégane's biggest problem is the old-school infotainment system. It has been updated with the same features as in the current Clio and Captur, but whereas those cars get a large, clear touchscreen, the control interface here is awkward. There are some neat features locked up in the Renault's TomTom-based system – including the £500 Renaultsport Monitor if you spec it – but getting the most from them can prove frustrating.

Like the Peugeot, sat-nav, Bluetooth, cruise control (non-adaptive here), keyless go, parking sensors and a reversing camera all come as standard, so equipment levels are almost a match for the 308 GT, although you'll need to fork out an extra £250 for a DAB radio.

Driving 4.4/5

THE Mégane's design might be a bit long in the tooth, but this enhanced GT 220 version is great to drive. That's because Renaultsport has tuned the chassis, carrying over the Mégane RS's suspension settings.

The car is much firmer as a result, so it doesn't ride quite as calmly as the Peugeot, but point the tweaked Mégane down a bumpy, undulating back road and the stiffer set-up comes into its own. It feels more tied down, and the detailed feedback through the steering and chassis inspire confidence to push harder.

Unlike the 308 and the Cee'd, the Renault is powered by a 2.0-litre turbo engine, which gives it a significant performance advantage. Although it's only 15bhp up on the 308 GT, with 217bhp, the Mégane is much more torquey. Its 340Nm isn't produced as low down as either the Peugeot or the Kia's output, but on test it helped the GT 220 to sprint from 0-60mph in 7.1 seconds. It's also accompanied by a devilishly rorty soundtrack as you rev the engine hard. The Mégane was much quicker accelerating

Testers' notes

"Renaultsport's alterations to the standard Mégane chassis mean it's on the firm side, but it's still tolerable. Handling is nicely pitched and the car feels grippy and responsive. The GT 220's dynamics are the best here, but these cars are about more than just blasting down a back road. It's here where the Renault comes unstuck, as the lacklustre interior lacks sparkle. Still, you can revel in that Renaultsport magic on the right road."



James Disdale Road test editor

through the gears from 30-70mph, too, while the braking system – lifted from the hottest Renaultsport Mégane – means this GT 220 edition stops very well, although the pedal felt soft and mushy after a few hard stops.

Whereas the Peugeot almost has a split personality – fast and firmer when you want it; soft and refined when you don't – the Renault feels edgier and more alert all of the time. As our noise readings show, it's still quite refined at speed, but the GT 220 doesn't feel as calm when cruising. It's not uncomfortable, but long distances in the Renault will leave you feeling more tired than in its competitors.

Ownership 3.6/5

LIKE Peugeot, Renault doesn't have the best reputation for reliability, but it scored well in our Driver Power 2014 satisfaction survey, coming 15th out of 33 manufacturers. The brand's dealers were voted 14th, trailing Peugeot and Kia's. As the Mégane is based on proven tech, any problems should have been ironed out by now, but readers ranked it only 94th in our top 200 cars this year (Page 45).

Another area where the hatch loses ground to the competition is safety. It was tested by Euro NCAP back in 2008 when it was first released, and scored a maximum five-star rating – however, the test has developed since then, and today it's much harder to get five stars. Bear that in mind when comparing the GT 220 against its rivals.

Running costs 3.3/5

WHEN it comes to efficiency, the Mégane lags far behind the 308, emitting 169g/km of CO₂ even though it's fitted with stop/start. This means a Benefit in Kind rate of 29 per cent, which bumps up company car costs to £2,565 for higher-rate tax payers.

Despite its larger engine, the Mégane was more efficient than the Kia according to our test figures, partly because you don't need to use as much of the performance to get up to speed, as there's more power and torque on tap.

The Renault sits in the highest insurance group rating, but our sample driver would face only marginally more expensive annual premiums, at £359. There's nothing to split the Mégane GT 220 and the Cee'd GT on servicing, as both manufacturers offer a three-year fixed-price pre-paid package for £399. Buyers can extend this to four years for an extra £200. You also get a four-year warranty and four years' roadside assistance on the Renault.



Renault Mé

Interior GT 220 is sportier than standard Mégane, helped by seats and dials, but cabin is showing its age





Added practicality

IF you're set on the Mégane due to its agility, but need more than the hatch's 405-litre boot, Renault offers a GT 220 Sport Tourer estate. It costs £24,250 and offers a 524-litre load bay

gane GT 220



CO₂/tax
169g/km
£205 or 28%



Practicality
Boot (seats up/down)
405/1,162 litres



Performance
0-60/30-70mph
7.1/5.9 seconds



Braking
70-0/60-0/30-0mph
49.7/34.4/8.8m



Running costs
30.6mpg (on test)
£68 fill-up



Seats

FRONT sports seats grip you in corners and offer good support; back bench is conventional, but roomy and trimmed in a leather/cloth mix

Practicality 4.0/5

THE GT 220 is the opposite of the 308 GT, as the relatively featureless styling does mean the Mégane offers lots of room inside. Headroom is decent and access to the rear is easy thanks to the large doors that open wide.

The boot is a good size, too, at 405 litres, and there's some extra storage under the floor even with our test car's £95 optional space saver spare wheel.

Inside, storage is adequate, but there are some annoying quirks to the layout – the cup-holder is in an awkward position in front of the dash, and as in the Peugeot, a big fusebox eats into glovebox room. The door bins are a useful shape, even in the back, with plenty of space for trinkets and other items.

Testers' notes

"The Mégane's decent residual values mean the GT 220 should actually hold its money well. You'll have to be a Renaultsport fan to want one, though – even then a nearly new RS Mégane 265 might be a better bet."



Dean Gibson Dep. road test editor

MODEL TESTED: Kia Cee'd GT Tech

PRICE: £23,400 **ENGINE:** 1.6-litre 4cyl, 201bhp

AE THE standard Kia Cee'd is a sharp-looking car, and in the transformation into the £23,405 GT warm hatch, the brand has added some cool styling cues, boosting its image and performance without impacting practicality.

Styling 4.3/5

IN our test model's metallic black paint, the GT is the most striking car of this trio, thanks to its contrasting red detailing. It's helped by Kia's trademark 'tiger nose' grille, and the GT-specific 'ice-cube' LED running lights. These clusters of four bright white LEDs mean you'll definitely see the Kia coming, while the swept-back headlights and secondary grille give it an aggressive scowl.

The two-tone 18-inch alloys, tinted windows and chrome highlights around the window line make the car look sporty from the side, while at the back the GT gets two exhaust pipes, LED foglights that are spread to the outer edges of the bumper – giving the Cee'd a wider stance – plus a small rear screen with a large overhanging boot spoiler.

From the outside, the GT boasts some similar design features to the Volkswagen Golf GTI, which is no bad thing as the famous hot hatch combines classy looks with just the right level of sporty touches.

The Kia doesn't imitate the upmarket Golf quite so well inside – in fact, it can't quite match the Peugeot for quality here, either – but the design and layout are impressive. The clear seven-inch touchscreen, combined with solid switchgear, is more usable than the 308's set-up.

The rubberised dash is soft, but as in the other two models, the plastics are less forgiving lower down. Still, there's some nice chrome detailing around the dials and air vents to brighten up the black upholstery. The rear of the Cee'd is a little more sparse, but passengers still get Alcantara and leather with contrasting red stitching, plus electric windows.

Standard kit is good on this top-spec GT Tech version, with sat-nav, Bluetooth, a reversing camera, parking sensors, a cooled glovebox, heated seats, climate control and special Recaro sports seats all included. However, the cheap-looking digital clock on the dashboard really lets the Cee'd down.

Driving 3.8/5

PULL away in the Kia and immediately it doesn't seem quite as sprightly as its two rivals – until you hit a bump. The suspension is firm, but feels more brittle than the stiff Renault over potholes, with less finesse to the chassis. On smooth tarmac, the Cee'd GT's ride is acceptable and well controlled, but it gets nervous over undulating country roads, so don't expect the compliance of the softer Peugeot.

The Kia's clutch is light and the engine needs time to get into its stride, but rev it hard and the motor wakes up. It doesn't punch like the Renault in the mid-range, yet despite having the lowest torque output here, at 265Nm, the Cee'd GT is actually faster than the more powerful Peugeot.

Our test figures showed the Cee'd GT accelerated from 0-60mph in 7.4 seconds, while it was also three-tenths faster from 30-70mph and quicker in-gear. It's a shame this decent turn of speed isn't matched by a more exciting engine note – the 1.6-litre turbo unit drones at low speed and sounds coarse when pushed. If you use all of the performance out of corners you'll find that the Kia

Testers' notes

"Although the Cee'd GT sits in between the Mégane and 308 in terms of performance, practicality and price, it's most definitely not a compromise. It's good to drive in its own right, and like all Kias, the ownership experience should be plain sailing. We love the looks, but it's a shame the chassis isn't just a touch more polished and the engine a little bit more willing – that would make the Cee'd GT into a proper Golf GTI rival."



Sean Carson Senior road tester

lacks traction and starts to spin its wheels, wasting power. It's difficult to tell exactly when this is going to happen as well, as the light steering feels spongy and there's not much detail relayed back to the driver.

A six-speed manual is the only gearbox available, and it's the nicest of the three to use with a precise, light action that allows speedy gearchanges to keep the engine on the boil. Despite being the heaviest car of the three, at 1,382kg, solid brakes meant the Kia slowed quickly, too.

Our meter readings show the Cee'd was the noisiest car on the motorway, thanks to its wide, low-profile tyres. Apart from the road roar, the GT is nicely refined and relatively comfortable, although we found the shape of the Recaro seats were slightly awkward, but still offered plenty of support.

Ownership 4.1/5

A MAJOR positive point with any Kia is the brand's industry-leading seven-year warranty. The manufacturer was the seventh best in our Driver Power 2014 satisfaction survey, while its dealers were voted a respectable 10th in our rundown in the same year. To top it off, the standard Cee'd was voted the 38th best car to own in our 2015 poll (Page 45), so the GT version should also prove dependable.

Even if there is a problem, the Kia's class-leading seven-year/100,000-mile warranty means it should be easy to rectify, and with 170 dealers nationwide you shouldn't have to travel far to get a problem fixed.

The standard Cee'd was awarded a full five stars by Euro NCAP following its crash test, on account of its six airbags and raft of electronic driver aids, and we'd expect the high-performance GT version to be just as safe. However, like the Renault, the Kia does without autonomous braking aids.

Running costs 3.2/5

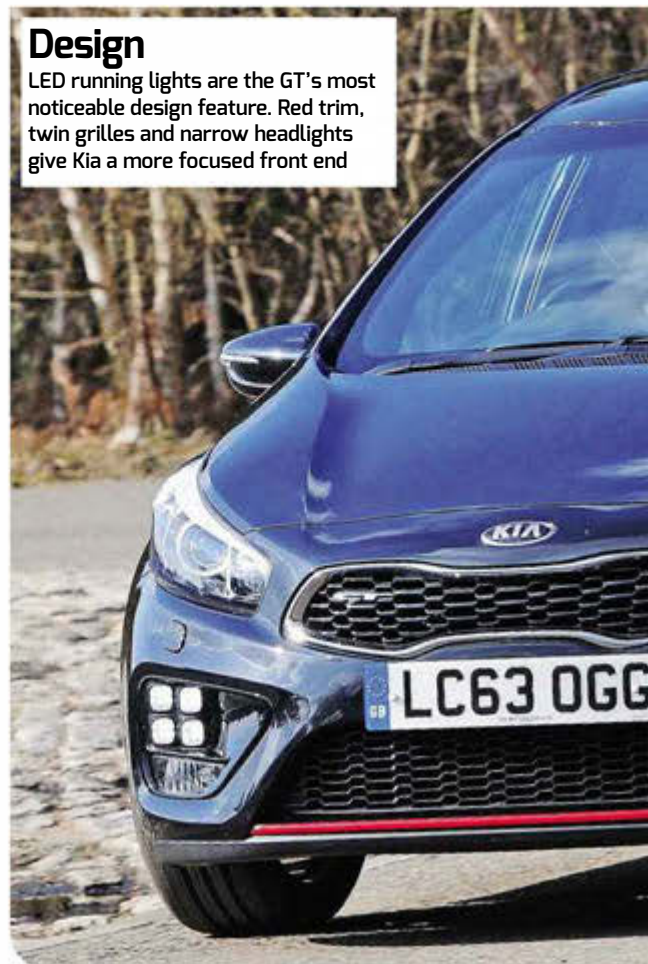
NOT only is the Cee'd the cheapest car of our trio, it's also the best equipped. Metallic paint, part-leather trim and heated seats all come as standard – you'll have to pay extra for this on the Peugeot or Renault. DAB is a £250 option, though.

The GT was the least economical model on test, recording 29.7mpg, and it also emits the most CO₂. Emissions of 171g/km push it into the 29 per cent Benefit in Kind bracket, which takes company car tax to £2,674 for higher-rate earners.

Residual value predictions and servicing costs are competitive, but the Kia's thirst means it'll set you back £2,078 over 10,000 miles – or £235 more than the 308, although the margin to the Mégane is less.

Design

LED running lights are the GT's most noticeable design feature. Red trim, twin grilles and narrow headlights give Kia a more focused front end



Kia Cee'd C



Practicality 3.9/5

AT 380 litres, the Kia's boot is outshone by both the Renault and the Peugeot's load bays. However, we have no major complaints, as the Cee'd GT still offers plenty of practicality. Warm hatchbacks like this need to combine usability with their performance, as they're likely to be pressed into service for normal jobs more often.

Happily, the Kia's cabin is the roomiest, with plenty of storage up front – including a big central cubbyhole in front of the gearlever and a full-size glovebox – and the most space in the back. Head and legroom are great, and if you're not using the rear seats you can fold them down to increase boot capacity.



GT

**CO₂/tax**171g/km
£205 or 29%**Practicality**Boot (seats up/down)
380/1,318 litres**Performance**0-60/30-70mph
7.4/6.4 seconds**Braking**70-0/60-0/30-0mph
49.3/36.7/9.1m**Running costs**29.7mpg (on test)
£60 fill-up

HEAD TO HEAD

Cash vs quality

THE 308 is easily the most luxurious car on test – but so it should be, as it costs £26,450. Still, even without the options, it has a classy feel inside and mixes this with decent practicality. The Kia is cheaper, but look beyond the smaller boot and the cabin is spacious. Unfortunately for the pricey Renault, its interior is short on premium appeal.



Styling

IT'S the Cee'd GT that's most recognisable as a tweaked version of the standard car, with its sporty design add-ons. The 308 is more understated, but the extra few touches make it look smart and muscular. Again, the GT 220 falls short – it doesn't look as racy as the other two.



Sport mode

WHERE the Renault claws back ground is with its optional R5 Monitor (above), which adds features like a G-force meter and a lap timer. The Cee'd has a GT mode for its digital dash, while 308's Sport setting sharpens the engine and steering.



Storage

FLEXIBLE storage under boot floor and lots of cubbies ensure the Cee'd doesn't lose out on practicality, despite having the smallest load bay on test



Testers' notes

"The Kia's CO₂ emissions are a letdown, but adjustable boot arrangement and split-folding rear seats mean the Cee'd GT will do practical family transport as well as it handles country roads."



Dean Gibson Dep. road test editor

Figures

Peugeot 308 GT



Kia Cee'd GT Tech



Renault Mégane GT 220



On-the-road price/total as tested	£24,095/£26,450	RESIDUAL VALUES THE 308 has the weakest residual values of our three test cars, although it's not far behind the Kia Cee'd in this respect.	£23,400/£23,405	PERFORMANCE CEE'D GT might be down on power, but it's actually quicker than the Peugeot. If only the 1.6-litre engine sounded a little more exciting.	£23,250/£24,370	MOST POWERFUL LARGER 2.0-litre engine means the Mégane is the most powerful car on test. Turbo is gutsy in the mid-range, and revs out nicely.
Residual value (after 3yrs/30,000)	£8,325/34.6%		£8,326/35.6%		£8,851/38.1%	
Depreciation	£15,770		£15,074		£14,399	
Annual tax liability std/higher rate	£1,010/£2,019		£1,337/£2,674		£1,282/£2,565	
Annual fuel cost (12k/20k miles)	£1,843/£3,071		£2,078/£3,464		£2,017/£3,362	
Ins. group/quote/road tax band/cost	26/£348/D/£110	BIGGEST BOOT IT might not look it from outside, but the Peugeot's load bay offers the most room. One small compromise is that the big boot and raked roof mean the rear feels tighter.	29/£354/H/£205	WARRANTY CLASS-leading seven-year warranty is a big draw. Reliability should be good, but peace of mind is a huge bonus.	31/£359/H/£205	DRIVER POWER RENAULT has improved its reputation for customer service and reliability, but it still can't match Kia's performance in our survey.
Servicing costs	£13 per month (3yrs)		£399 (3yrs)		£399 (3yrs)	
Length/wheelbase	4,253/2,620mm		4,310/2,650mm		4,302/2,641mm	
Height/width	1,457/1,804mm		1,470/1,780mm		1,471/1,808mm	
Engine	4cyl in-line/1,598cc		4cyl in-line/1,591cc		4cyl in-line/1,998cc	
Peak power	202/6,000 bhp/rpm	SAFETY 308 GT is the only model here to offer autonomous braking. You also get adaptive cruise, which accelerates and brakes the car for you.	201/6,000 bhp/rpm	EQUIPMENT KIA comes fitted with the most standard kit, including heated seats. Leather is standard, but DAB costs £250 extra.	217/4,750 bhp/rpm	EURO NCAP AGEING Mégane was crash tested back in 2008. Cee'd and 308 were assessed more recently, so you should take that into account.
Peak torque	285/1,750 Nm/rpm		265/1,750 Nm/rpm		340/2,400 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	53 litres/space saver		53 litres/space saver		60 litres/sealant	
Boot capacity (seats up/down)	470/1,309 litres		380/1,318 litres		405/1,162 litres	
Kerbweight/payload/towing weight	1,200/590/1,400kg	REFINEMENT ON the move, the Peugeot is the quietest choice. Despite its big wheels, there's not much tyre roar, and wind noise is kept to a minimum.	1,382/488/1,400kg		1,381/473/1,300kg	
Turning circle/drag coefficient	10.4 metres/N/A		10.6 metres/N/A		11.1 metres/0.69Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		7yrs (100,000)/1yr		4yrs (100,000)/4yrs	
Service intervals/UK dealers	20,000 (1yr)/300		10,000 (1yr)/170		18,000 (1yr)/153	
Driver Power manufacturer/dealer pos.	14th/9th		7th/10th		15th/14th	
Euro NCAP: Adult/child/ped./stars	92/79/64/5		89/88/61/5		5/4/2/5 (2008)	
0-60/30-70mph	7.7/6.7 secs		7.4/6.4 secs		7.1/5.9 secs	
30-50mph in 3rd/4th	3.3/4.2 secs		3.1/4.2 secs		2.7/4.1 secs	
50-70mph in 5th/6th	6.0/7.1 secs		5.5/6.9 secs		5.1/6.5 secs	
Top speed/rpm at 70mph	146mph/2,750rpm		143mph/2,750rpm		149mph/2,600rpm	
Braking 70-0/60-0/30-0mph	50.1/33.0/9.2m		49.3/36.7/9.1m		49.7/34.4/8.8m	
Noise levels outside/idle/30/70mph	56/57/66/71dB		54/61/67/74dB		60/57/68/59dB	
Auto Express econ (mpg/impl)/range	33.5/7.4/391 miles		29.7/6.6/346 miles		30.6/6.8/404 miles	
Govt urban/extra-urban/combined	38.2/61.4/50.4mpg		29.1/46.3/38.2mpg		29.4/47.1/38.7mpg	
Govt urban/extra-urban/combined	8.4/13.5/11.1mpl		6.4/10.2/8.4mpl		6.5/10.4/8.5mpl	
Actual/claimed CO ₂ /tax bracket	195/130g/km/21%		220/171g/km/29%		213/169g/km/28%	
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes		Six/yes/yes/yes		Six/yes/yes/yes	
Auto box/stability/adapt cruise control	No/yes/yes		No/yes/yes		No/yes/yes	
Climate control/leather/heated seats	Yes/ £1,200 */ £1,200 *		Yes/ part/yes		Yes/£1,250*/£1,250*	
Metallic paint/xenons/keyless go	£525 /LED/yes		£490 /yes/yes		£525 /no/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/ £250 /yes		Yes/yes/£240/yes	

Results

PEUGEOT

THE 308 GT comes out on top thanks to an enticing mix of quality, refinement, practicality and performance. It's the slowest car in a straight line, but the balanced chassis means you can carry lots of speed, and don't have to rely on the engine so much. While the cabin layout won't please everyone, and it's pricier to buy than the Kia or Renault, it feels more upmarket and is a cut above its rivals.



1st

KIA

OVERLOOK the Cee'd GT's polluting engine, and it's an appealing package. It looks great, handles with composure and is quicker than the raw figures suggest, despite the lacklustre engine note. The kit list is generous and, despite its fuel economy, the GT's running costs are fair. Kia's class-leading seven-year warranty should give peace of mind for owners, too.



2nd

RENAULT

THE Mégane GT 220 leads the way here for driving thrills, with a gutsy engine and sparkling chassis – but its age counts against it. The interior is practical, although the package feels old next to the refined Peugeot and solid Kia. Plus, the styling isn't as interesting or striking as its rivals. You get less equipment for your money, too. Fuel thirst seals the Renault's fate.



3rd

SAME PRICE

Other options for similar money...

NEW: SEAT Leon 1.8 TSI FR

PRICE: £21,040 **ENGINE:** 1.8-litre 4cyl, 178bhp

FOR less than all three of our test cars you could go for SEAT's sporty Leon FR. Its 1.8 turbo engine is down on power in this company, but the on-paper performance is similar. Plus, you can spend the cash you'll save on options, like the smooth DSG automatic gearbox (£1,350).



USED: Volkswagen Golf GTI

PRICE: £24,500 **ENGINE:** 2.0-litre 4cyl, 217bhp

WITH a budget of £25,000 you'll be able to pick up a five-door VW Golf GTI with just 10,000 miles on the clock. We wouldn't expect any wear at this age, and with 217bhp on tap, it's quick. Opting for a higher-mileage model will get you a Performance Pack version, with even more power.



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Pictures: Otis Clay Location: Petworth, West Sussex (with thanks to The Welldiggers Arms)



SEAT is the latest brand to enter the rugged estate market with its new Leon X-Perience. We see if it can go further than the Skoda Octavia Scout

AE IT'S fair to say that we're big fans of the SEAT Leon. We awarded the Spanish hatchback our coveted Car Of The Year title in 2013, while the three-door SC, ST estate and rapid Cupra hot hatch versions have all impressed in group tests over the ensuing months.

Now it's time for the car to move into a new niche, with the launch of the Leon X-Perience. Although SEAT is working on an off-roader, hinted at by its recent 20V20 concept, and has offered the slow-selling Altea Freetrack 4 in showrooms in the past, the X-Perience is the brand's

first crossover estate. It follows a standard template, as it features a raised ride height, SUV-inspired body cladding and a premium cabin.

While SEAT is new to the crossover estate market, sister firm Skoda is an old hand, and its Octavia Scout will be tough to beat. Like its rival, the Scout is an upmarket estate with rugged looks, and we test both cars with 2.0 TDI power and manual gearboxes. There's very little to separate our duo in terms of price and kit, so the X-Perience will need to put in a strong performance to come out on top. Is it up to the challenge?



SEAT Leon X-Perience

Price: £26,370

Engine: 2.0-litre 4cyl, 148bhp

0-60mph: 8.5 seconds

Test economy: 44.6mpg/9.8mpl

CO₂: 129g/km

Annual road tax: £110



Skoda Octavia Scout

Price: £25,530

Engine: 2.0-litre 4cyl, 148bhp

0-60mph: 8.4 seconds

Test economy: 46.7mpg/10.3mpl

CO₂: 129g/km

Annual road tax: £110

MODEL TESTED: SEAT Leon X-Perience 2.0 TDI SE Technology

PRICE: £26,370 **ENGINE:** 2.0-litre 4cyl, 148bhp

AE THE Leon X-Perience is being marketed as the fourth model in SEAT's compact family car range, but it's essentially a premium version of the Leon ST estate with a raised ride height and SUV styling cues. It's offered in two trim levels, SE and SE Technology, which in 2.0 TDI 150PS guise are priced at £24,385 and £26,370 respectively. SE Technology trim is also available with a 184PS diesel and DSG auto for £28,870.

Styling 4.1/5

IN standard ST estate guise, the Leon is an elegant family car, with sharp lines and a sportier look than the VW Golf or Skoda Octavia estates. Adding off-road styling wouldn't necessarily sit well with the Leon's racier look, but the X-Perience is well executed.

The suspension has been raised by 15mm over the standard car, while black sills, wheelarch extensions and lower bumpers give it a more rugged look. There are front and rear pseudo skid plates, while you get a choice of 17 or 18-inch alloy wheels depending on which model you go for. The SE Technology version tested here comes with the latter, and the chunky, five-spoke design looks smart. The Leon comes in red as standard, while white paint costs £220, metallics are £530 and the Adventure Brown metallic of our car is exclusive to the X-Perience and priced at £700 – Skoda's brown is a standard metallic, at £535.

Black roof rails are also included, although these can be upgraded to silver if you add the £1,250 Lux Pack. Overall, the Leon looks the part, yet the squared-off lines of the Octavia estate are arguably better suited to the crossover template.

Climb inside, and the SEAT takes a lead over the Skoda. All versions get part-leather seats with subtle orange stitching, while the SE Tech replaces the cloth trim of the SE with brown Alcantara inserts on the seats and doors. This gives the cabin an upmarket feel that's classier than its rival's.

These cars are based on the same platform, so it's no surprise to see that they share a lot of the same switchgear, although they do have their own distinct designs. The SEAT's dash is sportier, as the centre console is angled towards the driver and the dark-grey plastic gives it a lift. Material quality is better than the Scout's, with more soft-touch materials present, but they both feel robust.

Driving 4.3/5

BOTH cars are powered by the VW Group's 148bhp 2.0 TDI diesel and use a six-speed manual gearbox. And as you'd expect, performance is very similar. We managed 0-60mph in 8.5 seconds in the Leon, which was a tenth slower than the Octavia.

It was a similar story in-gear, too, with the X-Perience posting times marginally behind the Scout's. However, our SEAT had around 5,000 fewer miles on the clock, which would account for the difference in performance. Where the Leon had the measure of the Octavia was under braking, although this difference could be put down to the added grip of the SEAT's bigger wheel and tyre combination.

On the road, those larger rims do have an adverse effect on the X-Perience's ride, but you'd hardly call it harsh. Bumps in the road are felt more than they are in the Skoda, yet they don't crash into the cabin, and it's only when you drive the softer Skoda that you really notice the difference.

In corners, the Leon performs slightly better than its rival, thanks to a stiffer suspension set-up. That

Testers' notes

"Choosing between SE and SE Technology is a no-brainer, because while the upgrade will cost you £1,985 extra, it adds around £3,700 worth of kit. This includes SEAT's excellent LED headlights, which aren't even an option on the SE model. There's more scope for upgrading in SE Tech, too, including adaptive cruise (£505) and the Lux Pack (£1,250), which adds heated leather seats, electric driver's seat adjustment and silver roof rails."



James Disdale Road test editor

means there's less body roll, while it also feels more direct and responsive to steering inputs and the XDS electronic diff combines with four-wheel drive to deliver sharp cornering and plenty of grip.

While the X-Perience is 4WD, don't expect it to perform many off-road heroics. It's not a permanent system, and there are no specific modes to choose from – there isn't even hill descent control. The raised ride height is only useful for light field work, and if you venture any further, you're likely to be stopped by the shallow approach and departure angles of the bodywork. The Skoda is slightly better, but in reality, both cars are better suited to slippery road conditions than proper off-roading.

Ownership 3.8/5

AS with the rest of the Leon range, the X-Perience is based on the VW Group's MQB platform, which has been rigorously tested. Plus, the car should prove just as durable as the standard Leon, which ranked 10th for reliability in our Driver Power 2015 satisfaction survey (Page 45), and an impressive fourth overall.

If you do need to visit a dealer, bear in mind that SEAT franchises came dead last out of 33 networks in our Driver Power 2014 poll – although bosses have vowed to raise standards ahead in the next few years.

The Leon hatch earned a five-star Euro NCAP crash test rating, and as the Octavia was tested four months later, their scores can be directly compared. The SEAT just edges ahead with higher percentage scores for adult, child and pedestrian protection. Plus, the X-Perience has the added security of four-wheel drive, while tiredness recognition and a rear seatbelt reminder are available for £120.

Running costs 4.1/5

AT £26,370, the SE Tech X-Perience costs £840 more than the Octavia Scout. However, as the standard kit list includes LED headlights and the Skoda's doesn't, you have to add bright xenons for £970 to bring the Octavia in line – tipping pricing in the Leon's favour.

We managed 44.6mpg on test, which was slightly behind the Scout's economy and short of the official claims. Again, our car's lower mileage will have contributed to the figure, although the smaller fuel tank means the SEAT will have the shorter range here.

The Leon's slightly more expensive list price means company car costs are higher, but identical emissions figures make for identical road tax bills. Both brands also offer fixed-price servicing, yet the X-Perience has five per cent better residuals, so it'll be worth over £1,600 more than the Scout after three years.



SEAT Leon





Boot space

ALTHOUGH the X-Perience's boot is 23 litres down on the Scout's, it hits back with features such as levers in luggage bay to fold the rear seats and a level load area



X-Perience



CO₂/tax
129g/km
£110 or 23%



Practicality
Boot (seats up/down)
587/1,470 litres



Performance
0-60/30-70mph
8.5/8.7 seconds



Braking
70-0/60-0/30-0mph
45.7/32.3/8.6m



Running costs
44.6mpg (on test)
£59 fill-up



Interior WRAPAROUND dash looks smart and is well built. Touchscreen sat-nav system is part of flagship SE Tech trim



Seats

DISTINCTIVE brown Alcantara trim on seats and door panels gives the Leon's interior a lift. Full black leather trim can be added for £1,250

Practicality 4.4/5

LIKE the Leon ST estate, the X-Perience has a 587-litre boot, and while that's 23 litres behind the Octavia's, there are some practical touches that give it a boost. The back seats can be collapsed using levers in the boot, and they fold almost flat, while the false floor creates a level load area – the Octavia has a step and a variable boot floor costs an extra £150.

Elsewhere, back seat space is similar to the Skoda's, and both cars feature rear air vents. Up front, there's plenty of wheel and seat adjustment to get comfortable, while storage is pretty good, too. There's a deep bin behind the gearlever, a big glovebox where the USB socket resides, a large armrest cubby and deep door bins – matching the Octavia for storage.

Testers' notes

"Alcantara trim on SE Tech models gives X-Perience an extra upmarket touch. But you need to ask yourself if you can justify the £3,500 premium that adding four-wheel drive carries over the 2.0 TDI (150) FR estate."



Dean Gibson Dep. road test editor

MODEL TESTED: Skoda Octavia Scout 2.0 TDI**PRICE:** £25,530 **ENGINE:** 2.0-litre 4cyl, 148bhp

AE WHILE the Skoda Octavia is in its third generation, this is only the second Scout model. Like the SEAT Leon X-Perience, it features a raised ride height, SUV-style exterior add-ons, a classy interior and four-wheel-drive running gear. There's only one trim level, although you can go for the £25,530 2.0 TDI (150) manual tested here or spend an extra £2,675 for the 2.0 TDI (184) DSG auto.

Styling 4.2/5

SKODA has never really set the world alight with cutting-edge design, but its current range looks smart, with simple lines and squared-off edges giving its cars a handsome, no-nonsense look. The third-generation Octavia set the template for subsequent models, and the straight edges suit the crossover estate formula down to the ground.

As in the Leon and the previous Scout, the Octavia adds off-road styling cues in the form of black plastic trim for the bumpers, wheelarches and sills, while the standard model's body-coloured door rubbing strips are picked out in black. In addition, there's a chunkier front skid plate than the one found on the X-Perience and a matching one at the rear, plus wing mirrors and roof rails in silver and chrome window trim, which all combine to give the Scout an upmarket feel. Add in the bulky, 17-inch, five-spoke alloy wheels, and the Skoda has a rugged look that sits well with the estate car body and is arguably better looking than the SEAT.

Inside, the Octavia once again sticks to the crossover estate formula with a plush finish to help justify its higher list price. The layout is simple, although the dials emulate the face of a chronograph watch, so they look a little fussy when compared to the rest of the dash.

Gloss-black trim on the centre console gives the interior a lift, but there aren't as many soft-touch plastics as you'll find in the SEAT. Skoda offers part-leather trim in the Scout, either in black or dark brown, yet the latter isn't as bold as the Leon's brown Alcantara upholstery.

The trim inserts on the doors and around the gearlever are another questionable addition. The plastic features a wood grain pattern, but its metallic finish looks a bit odd. While the cabin isn't quite as smartly designed as the SEAT's, build quality is just as good and everything feels like it's made to last.

Driving 4.3/5

AS the Octavia and Leon share the same basic platform, it's no surprise that they feel quite similar to drive. Both cars here are powered by the VW Group's 148bhp 2.0 TDI diesel, which means that they were equally matched at the test track.

While the Skoda was marginally faster in our tests, the difference in performance can be put down to the extra miles it had under its belt, as the engine was slightly looser and more responsive. One noticeable difference off the line was that the Scout didn't bog down quite as much as the SEAT, and it seemed to send power to the rear wheels more readily than the Leon's transmission could manage.

The Octavia does have a softer suspension set-up, so there's more pitching under acceleration and braking, as well as more body roll in corners.

However, there's plenty of grip, and like with its rival, you have to be travelling quite quickly before the transmission feels the need to redistribute power

Testers' notes

"The Scout is an intriguing alternative as a flagship model for the Octavia range, and in a way, it suits Skoda's sensible image better than the fast vRS versions that are also on offer. It adds some upmarket style to the line-up, while the raised ride height and longer-travel suspension mean it's ideal for rough urban roads, as well as muddy fields. It's a formula SEAT has seen and clearly believes works for the Leon."



Lesley Harris Road tester

to the rear wheels to keep the car in check. There's a driving mode button by the gearlever, which switches between Normal, Eco and Sport settings, although the differences are so minimal – with slightly heavier steering in Sport mode and numbed throttle response in Eco – that you're likely to just leave it in the standard setting.

Overall, the Skoda is more relaxing to drive than the SEAT, and the softer suspension means it's better at absorbing speed bumps and potholed urban roads, while motorway cruising comfort is also impressive. Engine noise can get a bit harsh if you use all of the Scout's revs, but take it easy, and the car is refined.

Ownership 3.8/5

LIKE the Leon, the Octavia sits on the VW Group's MQB platform, so should prove dependable. Readers voted it the 42nd most reliable car in Driver Power 2015, and the 11th best model to own overall – not quite a match for the SEAT, but still impressive.

One minor quibble with our Scout test model is that the optional sat-nav decided to move the map to Germany after we selected the TMC traffic channel. This also occurred in an Octavia we ran on our fleet last year. A software update should fix the issue, but we were surprised our test car had the same glitch.

Going to a Skoda dealer for a solution to any predicament should be a hassle-free experience, though, as the brand's network came out on top in our Driver Power 2014 satisfaction survey; as we've seen, SEAT's was at the opposite end of the scale.

The Octavia has only been tested by Euro NCAP in hatchback guise, as has its rival. It also earned a maximum rating of five stars, although the Skoda's percentage scores are slightly lower than the SEAT's. However, the Scout's four-wheel-drive system will provide added security in slippery conditions.

Running costs 4.0/5

AT £25,530, the Scout is £840 less than the X-Perience SE Tech, even though the cars are similarly equipped as standard. Yet upgrading to xenon lights to match the SEAT's bright LEDs will cost you £970 alone.

The Skoda returned 46.7mpg on test, and that combined with a larger fuel tank means you can travel at least 550 miles between fills – around 60 miles further than in the Leon. As both cars are powered by the same engine, tax costs are identical, while fixed-price servicing costs are the same, too.

One stumbling block for private buyers will be the Octavia's poorer residuals – it will hold on to around five per cent less of its value than the SEAT.

Design SCOUT features off-road styling cues, such as black trim on the wheelarches, but they don't reflect its real-world ability



Skoda Octa



Practicality 4.4/5

THE Octavia has always been a front-runner for boot space in the compact estate class, and with 610 litres on offer, the Scout is ahead of the X-Perience for outright room. However, if you look beyond sheer volume, the Skoda disappoints. The back seats fold flat, yet they leave a step in the floor. You can add a false floor to level it out for £150, but you get one as standard on the Leon.

Rear passenger space is good, though, and it's easier to get in and out as door openings are squarer than the SEAT's. Head and legroom are very similar, while cabin storage is level-pegging, too, with a big glovebox, door bins and centre console storage.

**CO₂/tax**129g/km
£110 or 23%**Practicality**Boot (seats up/down)
610/1,740 litres**Performance**0-60/30-70mph
8.4/8.4 seconds**Braking**70-0/60-0/30-0mph
49.1/35.7/8.9m**Running costs**46.7mpg (on test)
£65 fill-up

Octavia Scout



Scout's door openings are squarer than the Leon's, so access is easier, while folding the rear seats presents a useful 1,740-litre boot



HEAD TO HEAD

Towing

IF you want to go towing, then both cars are capable of pulling a maximum of 2,000kg. You can add a tow bar preparation kit for £155 on the SEAT and £175 on the Skoda, while a removable tow bar is £550 for the Scout.

Surprisingly, the same piece of kit on the X-Perience is £599, even though the preparation is slightly cheaper.



Off-road ability?

ASIDE from part-time 4WD, neither of these cars has any useful off-road features, such as hill descent control or an off-road mode for the traction control. Think of them more as cars with raised ride height and extra grip for slippery conditions, and you won't get into trouble.



Boot options

IN the Leon, you can add a metal dog guard for £285, while a boot divider net (£155) and load liner (£71) are also offered. On the Octavia, you can get a power tailgate (£400), a boot net (£55), a double-sided boot floor (£75) and a variable boot floor (£150).

Interior

STANDARD six-speed gearbox has a slick, precise action. Instrument cluster is comprehensive (right), but design is a little fussy



Testers' notes

"Octavia Scout carries a premium over the rest of the range. However, unlike the Leon, the standard estate is available with four-wheel drive from as little as £22,180, so the Scout isn't your only total-traction option."



James Disdale Road test editor

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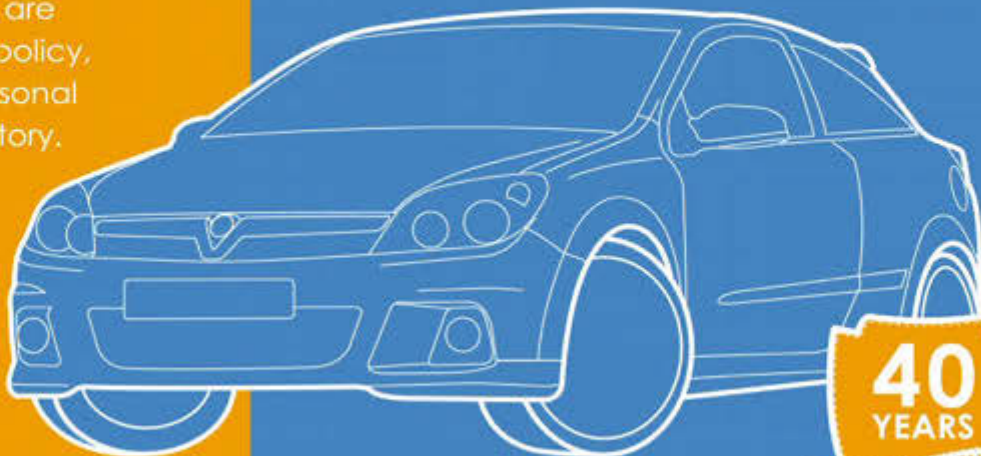
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Figures

SEAT Leon X-Perience 2.0 TDI (150) SE Tech

Skoda Octavia Scout 2.0 TDI (150)


On the road price/total as tested	£26,370/£28,330	RESIDUALS	£25,530/£27,755
Residual value (after 3yrs/36,000)	£11,787/44.7%	OUR SE Tech model will retain five per cent more of its value than the Octavia Scout, at 44.7 per cent.	£10,135/39.7%
Depreciation	£14,583		£15,395
Annual tax liability std/higher rate	£1,210/£2,421		£1,172/£2,344
Annual fuel cost (12k/20k miles)	£1,453/£2,422		£1,388/£2,313
Ins. group/quote/road tax band/cost	20/£377/D/£110		19/£395/D/£110
Servicing costs	£480 (3yrs/30k)	SERVICING PACK	£479 (3yrs/30k)
		BOTH cars are offered with three-year/30,000-mile servicing packs, which can be combined with any finance deal you take out.	
Length/wheelbase	4,543/2,630mm		4,685/2,679mm
Height/width	1,481/1,816mm		1,531/1,814mm
Engine	4cyl in-line/1,968cc		4cyl in-line/1,968cc
Peak power/revs	148/3,500 bhp/rpm		148/3,500 bhp/rpm
Peak torque/revs	340/1,750 Nm/rpm		340/1,750 Nm/rpm
Transmission	6-spd man/4WD		6-spd man/4WD
Fuel tank capacity/spare wheel	50 litres/space-saver		55 litres/£100
Boot capacity (seats up/down)	587/1,470 litres		610/1,740 litres
Kerbweight/payload/towing weight	1,484/536/2,000kg		1,451/645/2,000kg
Turning circle	10.1 metres		10.4 metres
Basic warranty (miles)/recovery	3yrs (60,000)/2yrs		3yrs (60,000)/3yrs
Service intervals/UK dealers	Variable/128		Variable/135
Driver Power manufacturer/dealer pos.	24th/33rd	PERFORMANCE	1st/5th
Euro NCAP: Adult/child/ped./stars	94/92/70/5 (2012)	AS you'd expect, there was little to separate our duo at the track. However, the Leon's sprint times were fractionally slower than the Octavia Scout's.	93/86/66/5 (2013)
0-60/30-70mph	8.5/8.7 seconds		8.4/8.4 seconds
30-50mph in 3rd/4th	3.6/5.6 seconds		3.4/5.5 seconds
50-70mph in 5th/6th	7.4/9.8 seconds		7.1/9.4 seconds
Top speed/rpm at 70mph	129mph/2,000rpm		129mph/2,000rpm
Braking 70-0/60-0/30-0mph	45.7/32.3/8.6m		49.1/35.7/8.9m
Noise outside/idle/30/70mph	66/52/61/68dB		63/46/59/68dB
Auto Express econ (mpg/mpl)/range	44.6/9.8/491 miles		46.7/10.3/565 miles
Govt urban/extra-urban/combined	47.9/64.2/57.6mpg		46.3/61.4/55.4mpg
Govt urban/extra-urban/combined	10.5/14.1/12.7mpl		10.2/13.5/12.2mpl
Actual/claimed CO ₂ /tax bracket	170/129g/km/23%	OPTIONS	162/129g/km/23%
		OUR car's metallic brown paint is a £700 option, while full leather is part of the Lux pack, which also adds chrome roof rails and heated electric seats.	
Airbags/Isofix/park sensors/camera	Seven/yes/rear/no		Seven/yes/rear/£300
Auto gearbox/stability/cruise control	No/yes/yes		No/yes/yes
Climate control/leather/heated seats	Yes/part/£355		Yes/part/£250
Metallic paint/xenons/panoramic roof	£530/LED/£1,050		£535/£970/£1,150
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
co.uk

SEAT is offering a £1,000 deposit contribution on the Leon X-Perience when you take out a Solutions personal contract plan. There are two finance deals available: one at 5.5 per cent APR, the other at zero per cent.

The former is over 48 months with a deposit of £5,915 and monthly payments of £235. The latter is over 36 months, with a big deposit of £11,401 and monthly payments of £339.

Get to a SEAT dealer quickly to order your Leon X-Perience, and you'll also be rewarded with £500 of vouchers to spend at triathlon store TRI UK.

If the Octavia Scout is more appealing, then Skoda has the same zero per cent Solutions PCP offer on its crossover estate, although its deposit contribution is only £500 compared to SEAT's £1,000 deduction.

We found some significant savings on the X-Perience at car broker broadsspeed.com, ranging from a £3,700 discount on the SE model to £4,300 off the SE Tech auto.

There's less money to be shaved off the Octavia Scout, though, with reductions of £2,600 on the manual and £3,000 on the auto version.

Results

SEAT

AS these cars share so much, our verdict comes down to the smallest details. As a result, the more upmarket cabin, slightly more involving drive and more boot features help the Leon X-Perience edge ahead. It's the only way to get a four-wheel-drive Leon, although you will have to really want it to justify the extra outlay over the standard estate.



1st

SKODA

THE Octavia Scout is still a great crossover estate, and if you need a plush load-lugger with a big boot and four-wheel drive, then it's well worth considering. It matches the SEAT for performance, but it's not quite as satisfying to drive, although its softer edge will appeal to some buyers. And while it doesn't have quite as much kit as the Leon, you won't feel short-changed, either.



2nd

Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other crossover estates worth considering...

Vauxhall Insignia Country Tourer Nav
PRICE: £27,159 ENGINE: 2.0-litre 4cyl, 161bhp

IT'S bigger than the Leon X-Perience, but the Vauxhall Insignia only has a 540-litre boot, which is 70 litres down on the Octavia Scout's. However, while its list price is higher than either car here, Vauxhall dealers will be open to haggling, with discounts of up to £3,000 well within reach.



Skoda Yeti Outdoor 2.0 TDI 4x4 Elegance
PRICE: £24,840 ENGINE: 2.0-litre 4cyl, 168bhp

IF you're after the full SUV experience, you don't need to venture far within the Skoda range to find it. The Yeti is cheaper than the Scout, and Elegance trim is well equipped, although higher running costs are to be expected thanks to the dirtier, more powerful diesel. The boot is smaller, at 410 litres.



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THIS WEEK'S
HOT KITTHRILLING AUDI DRIVES
AT UK'S HOME OF RACING

FIRST TEST

Audi Driving Experiences

Price: From £299 Rating: ★★★★★

Contact: 0800 699 888, www.audi.co.uk

AUDI is the latest manufacturer to give the public the chance to try its cars on a range of driving experiences. There's a variety of activities on offer, from taking control of a hot hatch or the formidable R8 to tackling tough terrain in a 4x4 – and it's all held at Silverstone, Northants.

We headed to the home of the British Grand Prix try out them out. Starting off with the quattro experience, we practised high-speed avoidance manoeuvres in an Audi Q5. These were fun yet informative, as tutors taught skills that can be used on the road.

However, we were soon out on the Stowe Circuit, taming the RS5 around bends and controlling a new TTS around a slalom track.

Next, we headed off-road in an A6 allroad, as we tackled the mud around the complex, but the highlight of the day came in the R8 on the National Circuit. The best experiences are pricey, but keen drivers will savour every moment.



Audi experiences put you behind wheel of everything from RS5 to A6 allroad and Q5

Henry
Willis

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills



Q Online sat-nav app needed

I READ your recent review on sat-nav apps with interest. I need a smartphone solution – but I have no space to download maps so it has to be one I can use online. What can you suggest?
Jane Paddington, E-mail

A COPILOT and TomTom were the best apps in our Issue 1,363 test, but as they work offline they won't be of much use to you. Waze (above) was the highest-rated app in our test that's always online. This is free to download and will give you step-by-step directions as long as you're connected to the Internet.

Q Improving stereo quality

THE speakers in my car aren't great and I think changing them could improve sound quality. Would I need any other extra kit?
Richard Andrews, E-mail

A IF you carry out a like-for-like speaker swap, you shouldn't require any extra hardware, as long as they're the same size. Visit your nearest car audio specialist for recommendations on speakers. You may also want to boost audio with an under-seat subwoofer, such as the Kenwood KSC-SW11. It costs £104.95. See www.kenwood-electronics.co.uk for more.

Q Is my camera out of date?

I LOVE filming off-road action by mounting a GoPro HERO3+ Black Edition on my Land Rover. But I can't keep it powered and the battery doesn't last long. Should I replace it?
Mike Childs, E-mail

A DON'T give up on your old GoPro yet – while the newer units claim to be much improved, there are still accessories available for the most recent models, including yours. A spare battery shouldn't set you back any more than around £15. See shop.gopro.com for more. The store also stocks a lot of other useful accessories.

CLEVER CHARGER FINDS FAULTS WITH BATTERIES

FIRST TEST

Ring SmartCharge RSC612

Best price: £89.99 Rating: ★★★★★

Contact: 0113 213 2000, www.ringautomotive.co.uk

BATTERY drain in your car is always a threat, especially with more and more gadgets fighting for power. But getting a flat cell back to running order is easy with the Ring RSC612 charger, which also packs a host of diagnostic tools to find out what caused the loss of charge.

Part of the new SmartCharge range, it can top up juice and also analyse the state of a battery, plus associated electrical parts of the car like the alternator. Stats are displayed on screen, so the device makes pinpointing charging faults simple.

It offers a wide range of charging options. A regular 'auto charge' function will take care of batteries a little down on power, as you hook up the clamps and let the RSC612 do the rest. We also tried the winter setting – for charging in cold conditions – plus maintenance and repair modes.

The latter revived a deeply discharged battery – but it'd only work on a cell down to 2V. It wouldn't recognise a fully flat battery.

It was the RSC612's diagnostic info that really impressed, though. Engine cranking and alternator power readings could be invaluable for fault-finding and help drivers avoid costly trips to a garage.



Versatile RSC612 charger includes a mode especially for topping up batteries on models with stop/start



news, deals & events



Harman signs deal to buy out B&O auto

CAR tech company Harman has signed an agreement to acquire Bang & Olufsen Automotive, the Danish company's car audio division.

B&O sound systems are fitted to some Audi, Aston Martin, BMW and Mercedes models. Harman – which makes factory-fit head units (above) for makers including Ferrari – will develop the hit B&O Play brand to include more in-car solutions, having already released a number of luxury headphone and speaker products.

Bang & Olufsen joins marquee car audio names such as JBL and Infinity in the Harman group.

Breakdown giant's mobile tyre fit move

THE AA will launch its new mobile tyre fitting service, AA Tyres, this month.

The breakdown company says punctures and tyre-related problems are the second most common reason for members calling out a patrol. And the new service will include puncture repair, tyre replacement and wheel balancing – so technicians can replace rubber at the scene of a breakdown or visit you to fit new tyres on request.

Car show for all on Brighton seafront

THE fifth annual InCarNation event takes place on Brighton's Madeira Drive this Sunday (25 April). Owners of any car can display their model at the free-to-attend event, hosted by London's Ace Café on the seafront.

Prizes will be handed out for the best models on show, from classics to street racers to supercars. Clubs are asked to pre-book for groups of exhibitors, while visitors are welcome on foot. For more info, log on to www.acecafeevents.com.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

NEW PRODUCT

Firestone Multiseason tyre

Price: TBA Contact: www.firestone.eu

FIRESTONE is the latest big name to enter the all-season tyre market, having launched its new Multiseason rubber, which is expected to be available to buy from July.

Like rival all-weather options, the newcomer is designed to cope with a wider range of weather conditions than regular summer or winter tyres. The maker claims it can handle everything from a wet summer to a winter snowfall.

So the tread pattern is designed for water shifting, plus qualifies for the Three Peak Mountain Snow Flake (3PMSF) winter grip standard. It'll be out for 13 to 16-inch rims first, with further sizes to follow.



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auto-wheel



Auto Express says:

"Bilt-Hamber is making a name for itself in our tests, and it can add the wheel cleaner crown to its trophy cabinet. This test debutant is also our first winner that can be used on all wheels – even those with delicate finishes. Just spray and leave the thickish cleaner to work and turn dark red. Then rinse away to leave just a few spots to take off with a mitt or sponge. You get plenty for your money".

1 litre spray bottle and free brush.

auto-clay Regular



Auto Express says:

"Crucially this is one of the few bars to work with water as a lubricants... Brilliant at removing grit and residue". "None of its rivals got close when it came to removing overspray. A star turn".
200g bar

finis-wax



Auto Express says:

"Premier Choice".
"For the ultimate protection look no further. At the end of our five-week test, finis-wax' protection showed no signs of slowing. In fact, the section we treated was still incredibly hard to soak".
200g aluminium jar free applicator pad and buffing cloth.

auto-wash 300ml



Auto Express says:

"Foams up impressively and leaves a highly water-repellent finish so you only have a few spots of water to dry off".
5ml per 10 litre bucket supplied in 300ml container.



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BILT HAMBER
LABORATORIES

Mini test

GREAT-VALUE CHOICE

EE Buzzard 2

Best price: Free (Contract required)

Contact: 0800 956 6099, shop.ee.co.uk

SIMPLY plug the Buzzard 2 into a car's 12V cigar lighter socket, and it is ready to go out of the box. It comes with a speedy 4G data connection as standard, making for super-fast loading of screens when we were surfing the web on a laptop in our car – and it also gave a steady connection for music streaming on the road.

We had the Buzzard 2 working within minutes of hooking the unit up, as we found it via WiFi and had four devices streaming content at once, all with a fast connection – it claims it can take up to 10.

Not only did it excel on tests, it's good value for money, too. Price plans start at £10 per month, with which you'll get the hardware free. Potentially a real money-saver.

Rating: ★★★★★

FREE HARDWARE



Stay connected in your car with plug-in Internet

Henry Willis

A CONNECTION to the Internet in the car is handy for app-based sat-nav software and Internet radio streaming on smartphones, while super-fast 4G speeds mean laptops, tablets and other gadgets can be used on the go, too.

We've been keen to try out EE's Buzzard 2 WiFi adaptor since revealing it in Issue 1,350, and tested it against the popular Huawei E5372 dongle, both

with an EE sim. We used each in urban and rural settings, and hooked up to the Internet at motorway speeds and in a busy city. Good signal strength and ease of use were key, and we also considered the price of each when comparing.

The EE adaptor came out on top as a consistent performer. Its 4G connection rarely dropped out and it was a breeze to get to grips with, plus it's cheaper. It's a must if you use a lot of data on the go.

"A good signal strength and ease of use were key, and we also considered price"

BATTERY-POWERED CHOICE

Huawei E5372

Best price: £73.09

Contact: www.amazon.co.uk

SLIGHTLY more complex than its EE rival, the Huawei offering gains a screen – so options can be customised and altered to suit the user's needs – and it can be easier to keep track of any connection problems as a result of its display.

The E5372 adds a battery, so can be used anywhere, unlike the Buzzard 2, which must be plugged into a car's 12V cigarette lighter socket. This is charged by USB, so it can be powered in the car if needed, and we like its versatility.

We didn't notice much of a difference in connection speed on the road – it was dependable and fast, just like the EE. But it's more expensive in comparison, as you'll need to set up a data plan on a SIM card, plus shell out for the hardware.

Rating: ★★★★★



BEST PRICE £73.09

books, apps & games



Wheeler Dealers: Car Restoration Manual

Chris Randall, Mike Brewer, Edd China (Haynes, www.haynes.co.uk)

Price: £22.99 (hardback) Rating: ★★★★★

THE Wheeler Dealers team has joined forces with Haynes to present its 10 favourite restorations in a mock workshop manual style. Fans of the show should remember the cars featured, and the detail is almost as in-depth as on TV. Edd's practical tips are particularly useful for wannabe restorers.

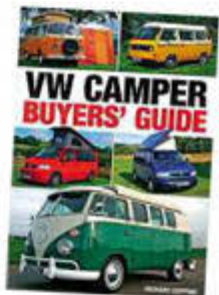


VW Camper Buyers' Guide

Richard Copping (Behemoth Publishing, behemothpublishing.co.uk)

Price: £14.99 (paperback) Rating: ★★★★★

ANY of the main five generations of VW's long-standing Transporter are undeniably appealing, but buying one presents some potential problems, so it's worth investing in a buyer's guide before shelling out. Copping's book addresses most key points to consider – and while it focuses more on older, air-cooled vans, it's a useful tool for any budding Camper owner.



Cars: Fast as Lightning

Available for: iOS, Android, Windows Phone

Price: Free Rating: ★★★★★

NEW characters are introduced to the Cars franchise in Fast as Lightning. With a different approach to other racing games, players build their own courses – whether in Radiator Springs or Russia – and it's clearly targeted at younger users, so it may not suit older gamers.



App of the week



Official F1 App

Available for: iOS, Android

Price: Free Rating: ★★★★★

NOW the 2015 season is well underway, the F1 app has been updated with new driver and race day info. Exclusive news can be viewed as before, as can standings, plus you can follow races live with leaderboards. Video highlights are available at extra cost.





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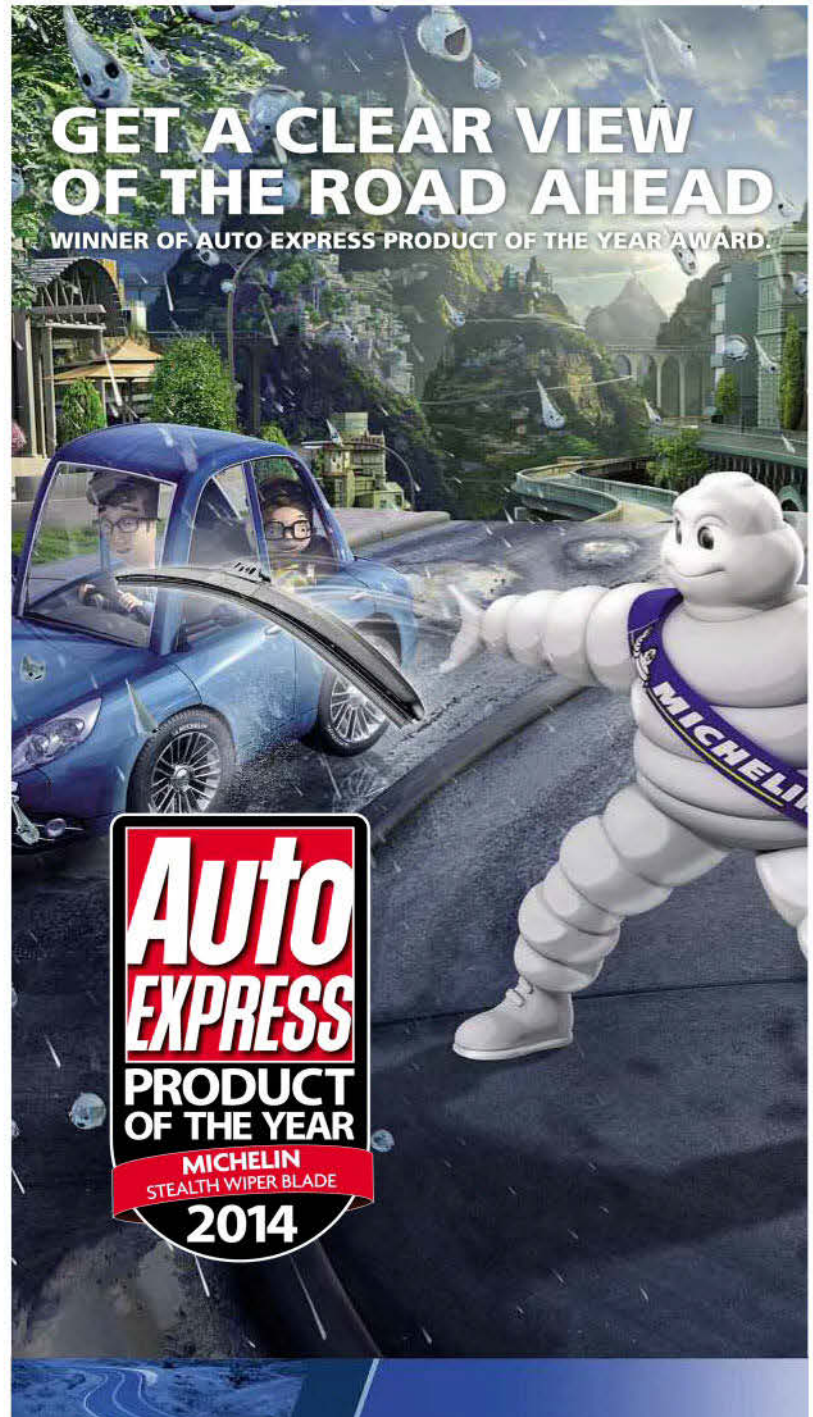
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meguiars.co.uk

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Products

Pioneer AVIC-F70DAB

Best price: £799.99

Contact: 020 8836 3501, www.pioneer.eu/uk

Rating: ★★★★★



BEST BUY EVER since Pioneer brought us aftermarket Apple CarPlay with its older SPH-DA120 unit, we have loved how the company has achieved seamless mirroring on car dashboards. But now it has bettered it with the AVIC-F70DAB, as it doesn't just pack CarPlay but also Android Auto for Android handsets. It functions as an excellent standalone unit, too, with built-in nav and digital radio. Plugging in iOS or Android handsets, app compatibility is spot on.



Kenwood DNN9150DAB

Best price: £1,119.99

Contact: 020 8208 7503, kenwood-electronics.co.uk

Rating: ★★★★★



RECOMMENDED MUCH like our AVIC-F70DAB winner, this Kenwood head unit is a great piece of standalone multimedia hardware in itself, before even considering how it presents smartphone apps. Built-in Garmin-made sat-nav software is smooth and reliable, and it has DAB, too. App integration is via a wired HDMI connection, so you can't use the Kenwood's screen to control apps – this is done by the phone's touch display. But it does mean more phones are compatible.

Pioneer SPH-DA120

Best price: £329.90

Contact: 020 8836 3501, www.pioneer.eu/uk

Rating: ★★★★★



RECOMMENDED IT might miss out on the top spot, but the SPH-DA120 is still a brilliant CarPlay-enabled head unit. It does little else, as it was made with iOS hardware in mind, so it has no CD player or digital radio. But it's cheaper than its AVIC-F70DAB sister model as a result, and most of these features can be realised within the Apple mirroring software. Keeping it simple will be good news for some, as this is the cheapest way of getting CarPlay.



Alpine iLX700

Best price: £489.99 Contact: 0345 313 1650, www.alpine.co.uk

Rating: ★★★★★

THERE'S little to separate Alpine's take on CarPlay from Pioneer's SPH-DA120. They're comparable in terms of the official apps that are loaded on to each stereo, such as maps, messages, functions and more. The Alpine lacks Bluetooth, though, so even though the iLX700 and SPH-DA120 both need a constant cabled connection for CarPlay, the latter is able to offer hands-free calls without a handset plugged in. This is pricier, too, although its 'Siri' button is useful.

APP-FRIENDLY HEAD UNITS

Smartphone-mirroring tech can transform your car. We pick from eight top buys

PRODUCT GROUP TEST 22 | 4 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Henry Willis

SMARTPHONES are an increasingly useful tool for drivers, with a number of apps made especially for the car. But it's illegal to hold and use handsets behind the wheel – and there's a slick solution available so you don't have to.

App-ready stereos mirror selected software from phone screens on to a car's head unit, and can replace the existing hardware in most vehicles.

Whether giving sat-nav directions, streaming music or helping to dictate and send text messages, they're an innovative new direction for car audio that offers drivers the latest tech without having to replace their vehicle in order to get it. We wired up eight to find the best.



How we tested them

WE liked stereos packed with features, but these were often the most expensive so we kept an eye on price, too. The prices here were taken from a range of online sources at the time of going to press.

It was important that all stereo units were slick and easy to operate, with minimal distraction for drivers. We preferred those that worked with different smartphone platforms, and the more compatible apps that could load on to a unit's screen, the better.

Auto Express

Verdict

THERE'S double success on the podium for Pioneer as the game-changing AVIC-F70DAB scoops top spot. The fact that it works with CarPlay and Android Auto makes it especially attractive for multi-phone households. The slick SPH-DA120 sits behind Kenwood's second-placed DNN9150DAB.

1. Pioneer AVIC-F70DAB
2. Kenwood DNN9150DAB
3. Pioneer SPH-DA120

Kenwood DDX5015DAB

Best price: £379.95

Contact: 020 8208 7503, www.kenwood-electronics.co.uk

Rating: ★★ ★

AS with the other Kenwood unit, this displays any smartphone on its screen with a cabled HDMI set-up. The ability to control apps is limited, but they look great on screen. It doesn't have the nav of the pricier DNN9150DAB, but digital radio is built in.



Parrot Asteroid Smart

Best price: £369.95 Contact: www.parrot.com

Rating: ★★ ★

IT'S been out for a while, but the Asteroid is regularly updated, keeping it fresh and easy to use. App compatibility works a little differently to others, in that you'll need to download apps on to the stereo rather than on to your phone. But there are lots to choose from, and most phones are compatible.

Sony XAV-602BT

Best price: £284.99 Contact: 020 7365 2413, sony.co.uk

Rating: ★★ ★

THE XAV-602BT is starting to show its age when compared to the newest breed of app-ready head units – MirrorLink, for example, will only work with certain smartphones, mostly older Sony and Nokia units. But there's built-in Bluetooth for hands-free calls, and it'll play video, too.



Clarion NX404E

Best price: £549.99 Contact: www.clarion.com

Rating: ★★ ★

WITH an HDMI input, the NX404E works in a similar way to Kenwood rivals in that any smartphone screen is directly mirrored. Nav is built in, with DAB an optional extra, but it's pricey compared to rivals of a similar spec, and it's not quite a standard double-DIN size, requiring adaptors for specific cars.

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Joe Finnerty

Got any car queries?
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Volvo XC70 Mk2

YOU TELL US... Rugged estate is capable, but costly to run

**58th
PLACE**

2015 Results XC70 Factfile

Years: 2007 to present **CO₂:** 139g/km
Fuel economy: 53mpg (D4 SE Nav 5dr)
Best features: Electric tailgate, heated seats, roof rails, rear park assist, DAB, sat-nav
Prices: From £6,500

OVERALL SCORE Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better
89.08%

	200	150	100	50	1
RELIABILITY					126
BUILD QUALITY					43
RUNNING COSTS					155
PERFORMANCE					51
ROAD HANDLING					187
RIDE QUALITY					29
EASE OF DRIVING					46
SEAT COMFORT					3
PRACTICALITY					20
IN-CAR TECH					55

GOOD

"VERY comfortable and more economical than my previous XC70. It's pleasant to drive."
"Runs extremely well with a powerful engine."
"Excellent fuel economy and performance, plus it's very comfortable."
"It will carry anything. I've had several VW Passat estates and it's far superior."
"Towing a huge caravan is also really impressive."
"No complaints at all. Good car that's totally reliable."
"It has the comfort and equipment of a prestige car."

NOT SO GOOD

"LET down by poor dealer and manufacturer response to some relatively minor problems I experienced."
"Artificial leather on the armrests damages easily."
"Bad paint finish in the door opening."
"Thirsty – it has fairly high running costs."
"Dealer servicing costs are high and I don't consider it to be value for money."
"Slightly gutless for the engine size."
"Some initial groans with the tailgate on turns or bumpy ground."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

Q Delay on Discovery Sport

DAYS before my Land Rover Discovery Sport was due for delivery, the dealer told me there was a safety issue and that no cars were being released by Land Rover. What's the problem?
Peter Abbott, E-mail

A *WE spoke to Land Rover, which assured us that there's no safety issue at all and that this must have been a miscommunication with the dealer. The delay in your delivery is more likely to be down to high demand for the car in your area, according to the company.*

Q No help on Tiguan box fix

MY 2010 VW Tiguan needs a new gearbox and clutch, at £2,700. But as I had the car serviced independently, VW is refusing to inspect the part and offer any contribution. Is that fair?
Ian Huggan, E-mail

A *BLOCK exemption rules allow you to go outside the franchise network for maintenance, but it'll harm your chances of a goodwill gesture from the maker. As your car is now out of warranty, you're at VW's mercy over whether it pays out on an issue that's not a manufacturing defect.*

Q Worry over used Audi value

THE brakes on my 2011 Audi A1 failed four months after I bought it used last year. The dealer has agreed to replace the car, but I'm worried it's undervaluing it. What can I do?
Sara Smith, E-mail

A *THE Sale of Goods Act says you're entitled to a full refund or replacement of equal value if the problem is within the first six months. Get an independent valuation, then work with the dealer to find a suitable car. You may have to compromise on specs due to availability.*

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NEED TO KNOW

Make sure that the fuel filler opens as it should; they can jam shut, which makes refuelling tricky.

NEED TO KNOW

Doors can stick, but this is only likely if the ambient temperature is especially high or low.



BUYER'S GUIDE: Jaguar XF

FROM £9,000 Game-changing exec is a luxurious second-hand purchase

AE Richard Dredge

FOR years, Jaguar's design was stuck in the sixties, but the arrival of the XF heralded a new era for the British brand.

Gone were the old-school design cues introduced 50 years before, replaced by more modern lines. But it wasn't just the looks that changed; here was a car that was class-leading to drive and featured a superb interior, while the build quality was streets ahead of anything Jaguar had built before.

In the seven years since it hit showrooms, we've heaped praise on the XF and so have our readers. It was named Car of the Decade in our Driver Power survey, and now you can buy one for less than £10,000.

History

THE XF saloon replaced Jaguar's S-Type in April 2008, with 3.0-litre V6 or 4.2 V8 petrol engines, or a 2.7-litre V6 diesel; the V8 also came in 410bhp supercharged SV8 form.

A refresh in March 2009 saw a 5.0 V8 replace the 4.2-litre, the SV8 become the XFR and the 2.7 V6 diesel replaced by a

237bhp 3.0-litre. A year later, a high-power (275bhp) 3.0-litre diesel arrived, in the XF S.

The XF was facelifted in September 2011, and got its first four-cylinder engine, the 188bhp 2.2D. A year later, the Sportbrake estate launched, alongside a 161bhp version of the 2.2D engine. And in May 2013, the 542bhp 5.0-litre V8 XFR-S was unleashed.

Which one?

ALL engines are smooth, refined and muscular. Most XFs have diesel power and while the 3.0-litre V6 is superb, the 2.7 provides generous power and torque. Pick of the crop, though, is the sublime XFS.

No model is sparsely equipped; even the Luxury comes with sat-nav, climate and cruise control, eight-way electrically adjustable seats, leather trim, touchscreen multimedia, 17-inch alloys and rear parking sensors. Premium Luxury adds 10-way seat adjustment, a premium sound system, 18-inch wheels and a heated windscreen.

Portfolio models feature heated and cooled seats, a 1,200-watt sound system,

auto-dimming mirrors and 19-inch alloy wheels. A DAB radio and adaptive cruise control were options on all versions.

Alternatives

THE Audi A6, BMW 5 Series and Mercedes E-Class all offer prestige, space, quality and comfort, along with wide-ranging engine and trim choices. You'll pay more for these than an equivalent XF, but all come in estate guise, too. Uniquely in this market, the Audi is also available with four-wheel drive.

If you fancy something more unusual, the Lexus GS offers superb refinement, an impeccable reliability record and superb equipment. There are no diesels or estates, but you can still go green as the GS 450h is an affordable used hybrid exec.

If you want something truly leftfield, consider the Volkswagen Phaeton. It

stands out with its roomy cabin, equipment galore and keen second-hand prices.

Verdict

AS if to prove that it marked a fresh start for Jaguar, the XF scooped our Car of the Year award back in 2008, before taking first place in Driver Power 2009.

It followed this up with five top five places in a row in our annual satisfaction survey – four of which were top three positions – and as a result, Auto Express readers crowned the XF as the Driver Power Car of the Decade in 2011.

With such an impressive track record, it's clear that the imminent new XF – due in showrooms late this year – has some big shoes to fill. But one thing's for sure: if you're in the market for a used exec, buying German is no longer the default option.

"In the seven years since it hit showrooms, we've heaped praise on the XF, and so have our readers"



NEED TO KNOW

Running costs are generally high, especially for the petrol-engined cars, which are costly to tax and fuel.



Photos by Tom Wood. Thanks to Imperial Car Supermarkets, Hants, for the loan of the XF in our pictures.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

Valve sensors

THERE have been reports of the tyre pressure monitoring system failing when the valve sensors corrode and stop working. Check each wheel individually.



Electrics

SOME early cars could suffer from a variety of electrical problems, but check all of the equipment works on any potential buy, irrespective of age, as no XF is immune.



Brake pads

THE rear brake pads tend to wear quickly, and if they're not replaced in time it can damage the discs, increasing repair costs significantly.



Filter sensor

ON 3.0-litre diesel models, the particulate filter sensor can fail, leading to the car resorting to limp-home mode. Only the sensor needs replacing, though.



Performance

0-62mph/top speed
6.7 seconds/149mph



Running costs

41-43mpg (XF 3.0D)
£76 fill-up



CO₂/tax

159-179g/km
£180-225



How much?

	64 2014	62 2013	11 2011	59 2010	08 2008
Model					
3.0 Premium Luxury	£35,750	£27,995	£16,195	£13,850	£10,950
SV8/XFR	£43,250	£33,995	£24,995	£21,250	£12,250
5.0 Portfolio	N/A	£25,995	£20,995	£18,500	N/A
2.2D 163 Luxury	£26,250	£20,995	N/A	N/A	N/A
3.0D Portfolio	£35,995	£29,750	£24,250	£18,295	N/A
S Premium Luxury	£36,250	£30,250	£24,500	£17,995	N/A
S Portfolio	£38,500	£33,250	£26,995	£20,250	N/A

EXPECT to pay at least £9,000 to get your hands on an XF, although the odd 150,000-mile early car can be yours for up to £1,000 less. Cap the mileage at 80,000 and 2.7-litre diesel XFs start at £11,000, 3.0-litre models are priced from £12,500 and 2.2-litre versions cost from £15,000.

Just one in 20 XFs has a petrol engine; 3.0-litre cars start from £11,000 for a 2008 Premium Luxury, while SV8s are priced from £12,500. XFRs cost from £20,000. Very few XF Sportbrakes are priced at under £25,000, while you'll pay £48,000-plus to get hold of an XFR-S.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
3.0 V6	42-43	26mpg	249g/km	£490
4.2 V8 SV8	47-49	22mpg	299g/km	£505
5.0 V8 XFR	46-49	22-24mpg	268-292g/km	£505
2.2D	33-42	52-57mpg	129-149g/km	£110-£145
2.7 V6	41-42	37mpg	199g/km	£265
3.0D V6	41-43	42-47mpg	159-179g/km	£180-£225
3.0D SV6	43-45	42-47mpg	159-179g/km	£180-£225

ALL XFs need maintenance every 12 months. The petrol engines require servicing every 15,000 miles, while diesels increase this to 16,000 miles. Checks alternate between minor and major, which are priced at £350 and £450 respectively, regardless of which engine is fitted.

The brake fluid needs to be replaced every three years (£90) and the coolant every five years (£110), while all XF engines are chain driven, apart from the 2.7 diesel. This has a cambelt that should be replaced every 112,000 miles or 10 years, at a cost of £798. The air-con needs regassing occasionally, at £90 a time; it should be checked every service and recharged when necessary.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£176.18	£44.44
Brake discs (pair)	£194.04	£100.68
Door mirror glass (electric)	£152.44	N/A
Front wiper set	£42.43	£20.47

Prices for a 2011 XF 3.0D. Dealer figures supplied by Listers Jaguar Droitwich, Worcestershire. Independent prices from Euro Car Parts (www.eurocarparts.com)

Recalls

THE XF has been recalled 13 times so far. The first was caused by rear seatbelt problems, in September 2008, and three months later, there was an instrument cluster speaker failure. Recalls in October and December 2009, and again in August 2010 and December 2012, centred around fuel starvation issues. Power-steering failures led to another recall in June 2011, while campaigns were launched in December 2012 and August 2013 because of fuel leaks. The last three recalls all came last year.



www.autoexpress.co.uk/driverpower

OUR VIEW

THE XF finished 23rd in our Driver Power 2015 survey – an impressive result for such an old car, although that's down from its brilliant third place in 2013. Rankings of ninth for ride quality and eighth for ease of driving are good news, but 117th for reliability and 104th for practicality will be of more concern.

YOUR VIEW

ANDREW Sutton from Cheltenham, Glos, owns an XF 3.0D. "It has all the performance I could want, and it's wonderfully smooth and refined, too," he said. "The interior impresses anyone who travels inside and the build quality is also excellent. Reliability has been good so far; with 100,000 miles on the clock, I hope it remains so!"



Interior

THE XF's modern cabin is superb, with neat design features that set it apart. The touchscreen multimedia system feels dated, though, and although front seat space is good, rear headroom is tight because of the sloping roofline. Still, there's more boot space than in all of its key rivals, at 500 litres.

Contacts

Official
www.jaguar.co.uk

Forums
<http://jaguardriver.co.uk>
www.jec.org.uk
www.xfforum.co.uk
www.jaguarforum.co.uk

Car hunter

£8,000 to spend on a stylish, hi-tech city car

Dear Lawrence, I want to replace my 2004 city car. My budget is £8,000 and I'd like something that looks good with a decent amount of tech. Can you help?

Katie Reynolds, E-mail

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE TECH CHOICE



Peugeot 108

FOR: Impressive kit levels, grown-up looks

AGAINST: Dull to drive, cheap materials

THE new Peugeot 108 is an appealing and good-value city car choice. The looks are more grown-up than the Skoda Citigo and Vauxhall Adam's. It's not overly fun to drive, but the light steering is ideal for use around town.

We'd normally recommend the 1.2-litre model, but it isn't available at this kind of money, so try the 1.0-litre to see if it suits. We found a 2014 car with 2,500 miles at the top end of your budget.

THE DEPENDABLE CHOICE



Skoda Citigo

FOR: Surprisingly spacious, quality finish

AGAINST: Separate sat-nav, ordinary looks

IF you're looking for an urban runabout, the Skoda Citigo has to be on your shortlist, as it's our reigning City Car of the Year. It looks a little plain – unless you pick one of the special edition models – but it offers the most interior space.

We'd recommend the 74bhp 1.0-litre engine, which is almost as frugal as the 59bhp version but with added zip. Our search unearthed a 14-plate car with 7,000 miles for £7,995.

THE ATTRACTIVE CHOICE



Vauxhall Adam

FOR: Stylish design, plenty of choice

AGAINST: Firm ride, not particularly frugal

EASILY one of the more stylish options here is the Vauxhall Adam. With almost unlimited customisation available, you'll have a wide choice on the second-hand market, depending on what equipment or colour you're after.

None of the engines is especially frugal, but the 1.2-litre is the most common. The ride is firm, which can make it a little unpleasant. We spotted a 13-plate car with 11,500 miles for £8,000 exactly.

INTERIOR



THE interior of the Peugeot 108 is a big improvement over the 107, although it doesn't feel up to the standard of the Citigo. Active models and above get a seven-inch touchscreen with DAB radio and Bluetooth connection.



INSIDE, the Citigo is typical Skoda, with a mixture of function and good quality finish throughout. There's a decent level of kit, but the separate sat-nav (not integrated into a central screen) takes the edge off.



THE Adam features lots of personalisation options, so looks can be variable. There's plenty of standard tech on all models, although the sat-nav is an app that's downloaded to your smartphone and is clunky to use.

RELIABILITY



THE French manufacturer has worked hard over the years to improve its models' durability, and more recent cars are testament to this. The 108 has just finished 15th for reliability in our Driver Power 2015 satisfaction survey.



RELIABILITY appears to be a Citigo strength, and it came a reputable 65th in this category in Driver Power 2015. Listen for clicking noises around the brake and clutch that can point to an issue with the pedal box.



THIS can be a bit of a weak spot for Vauxhall, and Adam owners tell us the car doesn't have the best reliability record, as it's slipped to a disappointing 110th place in this category in this year's Driver Power survey.

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evo RATING ★★★★★

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Town & country

Which used crossover is a better all-rounder for on and off-road driving?

Kia looks smart, and it handles fairly well, too



Kia Sportage
47.1mpg (official)
£69 fill-up



Kia Sportage 2.0 CRDi KX-3

Years: 2010 to date **Engine:** 2.0-litre 4cyl, 134bhp

Insurance group: 15 **Econ/CO₂:** 47mpg/156g/km

Why? Sportage is a practical, refined soft-roader with a decent-quality finish – it's an excellent family car.

Prices from: **£13,995**

THE Kia Sportage has now been on sale for five years, but it's still a great option in the compact crossover market. It's better looking than the Subaru XV, and in KX-3 trim comes with LED running lights and 18-inch alloy wheels.

Inside, the Kia's lead over the Subaru grows. There's an attractive, well laid out dash with an intuitive stereo. The plastics have a high-grade feel, too, so it's a serious upgrade over its rival.

Standard equipment is generous, but style and tech don't hinder practicality. A flatter floor means it's easier to get three adults in the back than in the XV, while the 564-litre boot has an extra 184 litres over the Subaru.

On the road, the Sportage is heavier, and while the steering is less responsive, it feels planted. Owners can also switch out of 4WD mode, so the car can match the XV's economy.

Kia's seven-year warranty makes this car a fine used buy, although it finished 122nd in our Driver Power 2015 satisfaction survey, ranking 82nd for reliability and 107th for build quality.



Dash is well laid out, with high-quality plastics. Big boot offers 184 litres more space than rival

1 Kia Sportage ★★★★★

THE stylish Sportage is one of the best crossovers on the used market. It's smart, comfortable and spacious with a great seven-year warranty. Go for the KX-3, and it's loaded with kit as well.



Rugged styling and punchy boxer set the XV apart



Subaru XV
50.4mpg (official)
£72 fill-up

Subaru XV 2.0D SE

Years: 2012 to date **Engine:** 2.0-litre 4cyl, 145bhp

Insurance group: 26 **Econ/CO₂:** 50mpg/146g/km

Why? Subaru combines aggressive looks with a sporty driving experience and adequate off-road ability.

Prices from: **£12,350**



Dash is built to last, but feels a little cheap, with dated display. XV could be more practical, too

2 Subaru XV ★★☆☆☆

XV isn't a bad first attempt at a crossover from Subaru, yet there's room for improvement. The poor interior is a letdown, but with rugged looks and all-wheel-drive, this car is a decent option.

SUBARU arrived late to the compact crossover party with the XV, but with its trademark all-wheel drive and punchy boxer diesel, it's an interesting alternative to established rivals.

The car was the first to feature Subaru's new family face, comprising "hawk-eye" headlights and a chrome grille. Jutting bumpers and a low nose give it an aggressive stance, and make it more suited to the great outdoors than the Kia.

Inside, the driving position is lower than the Sportage's, but cabin quality isn't great. It's built to last rather than impress, while sharp-edged plastics and dot-matrix displays are a disappointment for a car of this price. It does come with a good selection of gadgets, but it can't match the Kia for practicality.

Where it shines is on the road. It's better to drive, quicker and corners well with great traction. The ride could be better, though, and it can be noisy at motorway speeds. The XV was only 97th in our Driver Power 2015 survey, but ranked an impressive 21st for reliability.

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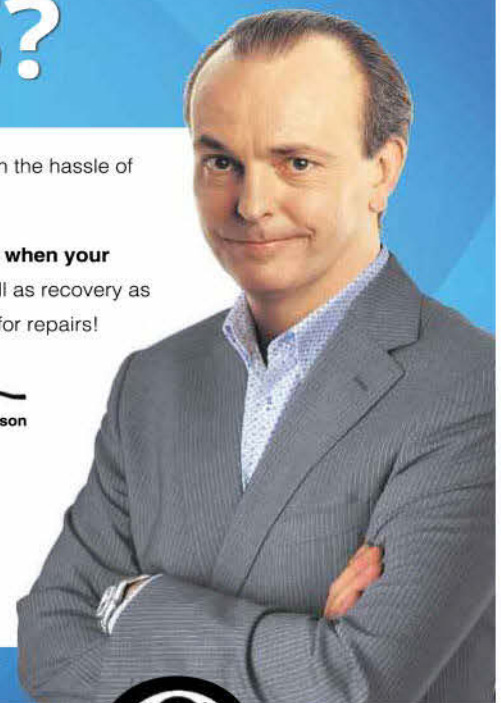
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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E260)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcars.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/unlimited miles

500 - 365x162mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	28	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

Mito - 406x172mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£15415
875cc TwinAir Progression	A	67.3	11.4	99	13	£13770
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) Q'loglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

Giulietta - 435x179mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 76

1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75 TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 398x209mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.4	4.5	157	N/A	£45000
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ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 462x181mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 462x181mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 491x186mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 490x491x186mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 509x190mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 465x190mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 464x182mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	J	47.9	5.0	156	49	£54950

B4 - 464x182mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 489x189mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x179mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 V-TEC Atom 3.5 245	N/A	3.3	N/A	N/A		£30596
2.0 V-TEC Atom 3.5 310	N/A	2.7	N/A	N/A		£35812
2.0 V-TEC S/C Atom 3.5R	N/A	2.6	N/A	N/A		£64800

Nomad - 321x185mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.4 V-TEC Nomad	N/A	3.4	N/A	N/A		£33000
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ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380-438x1865mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135537
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DB9 Volante: add £10000

Vanquish - 472x1905mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 395x1740mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 63

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18685
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 16

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16	£20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22275
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp-back	J	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701-4716x1826mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 80

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDI (136) SE	C	64.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat S tronic SE Tech	G	40.4	6.9	158	31	£28465
3.0 TDI quattro S tronic S line	F	49.6	6.1	149	33	£38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36	£36110
4.2 V8 FSI quat S tronic RS4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDI, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

A5 Sportback - 4712-4718x1854mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£33260
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	24	£28545
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£29050
2.0 TDI (150) multitrionic Sdr	D	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	109	24	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multitrionic SE Sdr	D	58.9	9.4	127	24	£31870
3.0 TDI (204) multitrionic S line Sdr	D	57.6	7.1	129	30	£37410
3.0 TDI (245) quat S tronic S line Sdr	G	48.7	6.2	152	34	£40395
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42865

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933-4979x1874-1936mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£31955
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£38095
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	£41415
3.0 BITDI quattro tiptronic SE	G	47.1	5.0	159	43	£46125
4.0 V8T quattro S tronic S6K	K	30.7	4.4	214	47	£56000
4.0 V8T quattro tiptronic RS6 Avant	K	29.4	3.9	223	50	£77995

Auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218),
A6 Avant: add £2000, S line: add £2410-£2450 to SE, Black
Edition: add £2125 to S line.

The new
BMW 1 Series

bmw.co.uk

The Ultimate
Driving Machine

BENTLEY

www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23
Warranty: 3 years/unlimited milesFlying Spur - 5290x1924mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited milesi3 - 3999x1775mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	47.0	7.9	13	21	£33830

1 Series (NEW) - 4324x1765mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 8

1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295
2.0 125i M Sport 3dr	G	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£22030
2.0 118d SE 3dr	B	70.6	8.3	104	19	£23325
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800

Auto: add £1490-£1685, 3dr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 12

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	106	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	41	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0TT M3	K	32.1	4.3	204	45	£56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

5 Series - 4907-4998x1860-1901mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 4

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8TT DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8TT DCT M5 30 Jahre Edition	L	28.5	4.3	232	48	£91890

Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto 640i SE	I	36.7	5.4	181	47	£62375
3.0 auto 640d SE	I	36.7	5.4	181	47	£64875
3.0 auto 650i M Sport	K	32.8	4.6	206	50	£76150
4.4 V8TT DCT M6	L	28.5	4.2	232	50	£98145

M Sport: add £4665 to SE

7 Series - 5072-5212x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	I	35.8	5.7	184	48	£66200
3.0 auto 750d SE	K	30.1	5.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515

Eco band
MPG
0-60mph
CO₂
Insurance group
List price6.0 V12 auto 760Li SE M 21.1 4.6 314 50 £102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 100

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 xDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 xDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 12

2.0 xDrive18d SE	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£33295
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50290

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£64020
4.4 V8TT auto X5 M	M	25.4	4.2	258	50	£90170

M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive	H	42.8	5.2	174	50	£66920
3.0 auto xDrive30d SE	G	47.1	6.7	157	45	£51150
3.0 auto xDrive40d SE	G	45.6	5.8	165	46	£53810
4.4 auto xDrive50i SE	K	29.1	4.8	225	49	£63065
4.4 V8TT auto X6 M	M	25.4	4.2	258	50	£93070

M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series - 4432x1774mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 220i Sport	F	46.3	7.0	142	25	£26195
2.0 220i M Sport	F	44.8	7.0	148	26	£27545
2.0 228i M Sport	G	42.8	5.8	154	30	£28410
3.0 M235i	J	34.9	5.0	189	39	£43535
2.0 218d SE	C	65.7	8.9	114	20	£24415
2.0 218d M Sport	C	62.8	8.9	119	21	£26765
2.0 220d Sport	C	62.8	7.2	119	24	£27015
2.0 220d M Sport	D	58.9	7.2	125	25	£28365
2.0 auto 225d M Sport	D	60.1	6.3	124	33	£33870

Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series - 4638x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 420i SE	F	46.3	7.3	144	30	£30125
2.0 420i Luxury	F	46.3	7.3	144	30	£32625
2.0 428i SE	G	42.8	5.9	154	33	£33520
3.0 428i M Sport	G	42.8	5.9	154	34	£36020
3.0 435i SE	I	35.8	5.4	185	36	£41725
3.0 435i M Sport	I	35.8	5.4	185	36	£42365
2.0 420d SE	D	60.1	7.5	124	29	£32485
2.0 420d Luxury	D	60.1	7.5	124	30	£34995
2.0 425d SE	E	56.5	6.7	131	34	£35430
2.0 425d Luxury	E	56.5	6.7	131	34	£37930
3.0 auto 430d M Sport	D	57.6	5.5	129	40	£40315
3.0 auto 430d M Sport	D	57.6	5.5	129	40	£40945
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£45245

MINI

i8 - 4689x1942mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.5 TTT/eDrive auto i8 **A** 113.0 4.4 59 50 **£99895**

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
 Warranty: 1 year

Seven - 3100-3300x1270-1505mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Superlight R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 5VC 620R	N/A	2.8	N/A	N/A	N/A	£49995

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
 Warranty: 5 years/100000 miles

Camaro - 4837x1917mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.2 V8 Coupe **M** 20.0 5.2 329 48 **£35345**
 Auto: add £1500, Convertible: add £5000

Corvette - 4493x1877mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe **M** 23.5 3.8 279 50 **£65510**
 6.2 V8 Stingray Convertible **M** 23.1 3.8 283 50 **£70070**

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
 Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

6thp auto C-Zero **A** N/A 15.9 0 28 **£12126**

C1 - 3466x1884mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Ainscape: add £160 to select models

C3 - 3941x1728mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13985
1.6 e-HDi (90) Selection	B	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG6 auto: add £620 to e-HDi (90) Exclusive

DS 3 - 3948-3962x1715-1717mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: 37

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5style	B	60.1	9.6	107	19	£16330
1.2 VTI (120) auto D5style	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5style	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5style Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) D5sport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) D5sport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), D5ire: £900 less than D5port

C4 - 4329x1789mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) Touch	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	A	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

DS 4 - 4275x1810mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5style	C	64.0	12.4	113	18	£21975
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5port	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 D5style	I	44.0	9.9	178	21	£21765
1.6 VTI (120) D5style	F	46.0	12.2	144	15	£19905

2.0 HDi (160) D5port **E** 55.0 9.3 134 24 **£23700**
 2.0 HDi (160) D5style **E** 55.0 9.3 134 23 **£22700**
 Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

CS - 4779x1860mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: 39

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

DS 5 - 4530x1871mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: N/A

1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 D5style	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5style	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5style	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5style	E	68.9	8.3	107	27	£31600
1.6 THP (200) D5port	C	42.2	8.5	155	27	£28920
2.0 HDi (160) D5port	E	55.4	8.5	133	24	£28995
1.6 BlueHDi (120) auto D5port	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) D5port	E	68.9	8.3	102	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

Berlingo Multispace - 4380x1810mm, **EURO-NCAP☆☆**
DRIVER POWER POS: N/A

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£18105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: 63

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	D	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	D	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

C4 Picasso - 4428x1826mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	109	15	£19710
1.6 e-HDi (90) Airdream ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) Airdream VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (155) Exclusive	E	47.1	9.0	139	22	£21320
1.6 e-HDi (115) Airdream Exclu	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	C	70.6	11.8	110	25	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive+: add £2400 to Exclusive, Grand C4 Picasso: add £1445

DACIA

www.dacia.co.uk / Brochure: 0800 991 199 / Dealers: 127
 Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, **EURO-NCAP☆☆☆☆**
DRIVER POWER POS: 43

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Sandero Stepway - 4057x1733mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

Logan - 4450x1740mm, **EURO-NCAP☆☆**
DRIVER POWER POS: 30

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Duster - 4316x1822mm, **EURO-NCAP N/A**
DRIVER POWER POS: 61

1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495
1.5 dCi (110) Ambiance 2WD	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950

Auto: add £1375 to 2.0 TDCi, Titanium X; add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium

S-MAX (NEW) - EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	N/A	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	N/A	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	N/A	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	N/A	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	N/A	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	N/A	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	N/A	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	N/A	£32260
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	N/A	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD; add £1500 to 2.0 TDCi (150), Titanium Spt; add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4820x1984mm, EURO-NCAP N/A

DRIVER POWER POS: 46

1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost P Shift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCi (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375

Auto: add £1480 to 2.0 TDCi, Titanium X; add £2500 to Titanium

EcoSport - 4010x1765mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.5 EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495

Auto: add £1500 to 1.5 (112), X Pack; add £1000 to Titanium

Ranger - 5359x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	M	29.1	10.3	256	12	£27149
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2; add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A

DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec PWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec PWD	G	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium; add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X; add £2750 to Titanium, Titanium X Sport; add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	21	£32995

Auto: add £1500, Convertible; add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/120,000 miles

Steed - 5040x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60,000 miles

Jazz - 3900x1695mm, EURO-NCAP N/A

DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14895

Auto: add £1100 to 1.4, T-spec; add £995 to S, SE, ES, EX, EXL and IMA

Civic - 4300x1770mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£21135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-VTEC S	A	78.5	10.5	94	18	£18775
1.6 i-VTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-VTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-VTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	N/A	5.7	N/A	N/A	N/A	£29995
2.0T VTEC Type R GT	N/A	5.7	N/A	N/A	N/A	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus; add £1990 to S, EX Plus; add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-VTEC SR, Civic Tourer; add £1000-£1550 (not 1.4, Type R)

Accord - 4725x1840mm, EURO-NCAP N/A

DRIVER POWER POS: 31

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£25800
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885

Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer; add £1385-£1575, ES, EX; add £520 to ES spec

CR-V - 4570x1820mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE; add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10860
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE; add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), S Air; add £750 to S, Premium SE; add £1000 to Premium, i20 Coupe; same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe; same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4 (100) S Sdr	E	47.1	13.2	138	N/A	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	N/A	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	N/A	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	N/A	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	N/A	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	N/A	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	N/A	£22295
1.6T GDI (180) Turbo SE Sdr	H	38.7	8.0	169	N/A	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer; add £1100 (not 1.4), Turbo SE Sdr; add £500 to Turbo SE Sdr

i40 - 4740x1770x1815mm, EURO-NCAP N/A

DRIVER POWER POS: 42

1.7 CRDi (115) BD Active	C	66.0	12.9	113	12	£19105
1.7 CRDi (136) BD Active	C	63.0	10.6	119	16	£19905

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	F	41.5	5.4	159	42	£41630
Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium						

Q60 - 4655x1770x1850mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100
Tech spec: add £4100 to Premium, £2350 to Sport						

QX50 - 4635x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449
Premium spec: add £3598 to GT models						

QX70 - 4865x1925mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025
Premium spec: add £4450 to GT and S models						

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.5d Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5d Yukon Double Cab	J	38.7	N/A	194	9	£24042
2.5d Blade Double Cab	J	38.7	N/A	194	9	£24042
2.5d Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£30995
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE						

XF (NEW) - 4954x1987mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950
Auto: add £1750						

XJ - 5122x2474x1894mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
3.0d V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395
Long wheelbase: add £3110 (not XJR)						

F-Type - 4470x1923mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.5	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	24.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD; add £680 to V6 S and V8 R, Convertible: add £5485 to all models						

XK - 4794x1892mm, **EURO-NCAP** N/A

DRIVER POWER POS: 41						
5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490
XK Convertible: add £6000						

JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A						
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DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude						

Wrangler - 4223x4751x1873x1877mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830
Wrangler Special Order programme: prices from £29025-£33445						

Compass - 4448x1812mm, **EURO-NCAP** ★★

DRIVER POWER POS: N/A						
2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	178	22	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L'ude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245
Longitude Plus: add £2200, Limited: add £5700						

Grand Cherokee - 4822x1943mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A						
3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited-	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 54						
1.0 1.3dr	A	67.0	13.9	99	3	£8145
1.0 1.2 5dr	A	67.0	14.4	99	4	£9945
1.25 2 ISG 5dr	A	60.0	11.4	100	7	£10545
1.25 3 5dr	B	60.0	11.4	109	10	£11545
1.25 4 ISG 5dr	B	60.0	11.4	109	12	£12095
1.25 ISG White 3dr	A	60.0	11.0	100	10	£11845
1.25 ISG Quantum 3dr	A	60.0	11.0	100	10	£11995
Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, VR7: add £1500 to Picanto 1						

Rio - 4045x1720mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 5						
1.1 CRD1 1 ISG 5dr	A	88.0	14.9	85	3	£11995
1.1 CRD2 2 ISG 5dr	A	74.0	15.5	99	3	£13895
1.25 1 5dr	C	57.0	12.6	114	5	£10695
1.25 2 5dr	C	55.0	12.6	119	5	£12595
1.4 2 5dr	D	51.0	11.1	128	8	£13395
1.4 3 5dr	D	51.0	11.1	128	8	£13895
1.4 CRD1 2 ISG 5dr	B	71.0	13.7	105	7	£14495
1.4 CRD1 3 ISG 5dr	B	71.0	13.7	105	7	£15395
1.4 4 5dr	D	51.0	11.1	128	8	£15595
1.4 CRD1 4 ISG 5dr	B	71.0	13.7	105	7	£16695
Auto: add £900 to 1.4 2 & 3 5dr, Rio 3dr: £600 less than 5dr (not Rio 4), VR7: add £1250 to 1.25 Rio 1						

Soul - 4140x1800

Audi
Vorsprung durch Technik



The real question is,
which colour?



The new Audi A1 Sportback S line.
Includes:

- 17" alloy wheels
- Xenon headlights
- Front Sports seats
- Audi Music Interface

audi.co.uk/offers

Official fuel consumption figures for the Audi A1 Sportback S line range in mpg (l/100km): Urban 42.1 (6.7) – 65.7 (4.3), Extra Urban 64.2 (4.4) – 91.1 (3.1), Combined 54.3 (5.2) – 80.7 (3.5). CO₂ emissions: 119 – 92g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. The model shown reflects optional metallic paint and contrast roof. All figures and specifications are correct at time of supply for publication [April 2015]. For full details please visit audi.co.uk

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 (NEW) - 4060x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465-4585x1795mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 24						
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1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
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2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

MX-3 - 4275x1785mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to 1 (20) petrol, £1300 to 4WD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

MX-5 - 4540x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 13						
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2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, EURO-NCAP N/A DRIVER POWER POS: 96						
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1.8i SE Air Con	H	40.0	9.9	167	22	£18495
2.0i Roadster Coupe Sport Tech	I	36.0	7.6	181	26	£23095
2.0i auto Roadster Coupe Pshift	J	35.3	8.9	188	26	£23695
2.0i Roadster Coupe 25th Anniv	I	36.0	7.9	181	26	£22995

Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8i SE, £1000 to 1.8i SE RC, take £400 off 2.0 Sport Tech RC

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
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1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
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1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
1.8 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2000 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
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2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30760
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32260
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32745
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28985
2.0 C 200 SE	D	53.3	7.5	123	29	£27270
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33270
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29780
2.1 auto C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34770
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35925
2.1 auto C 300 BlueTEC SE	B	65.7	6.6	109	35	£32435
2.1 auto C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38535
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35045
4.0T auto AMG C 63	J	34.5	4.1	192	47	£59995
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66545

Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC), Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 27						
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2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36850
2.0 auto E 200 SE	E	47.9	7.9	138	43	£34340
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128	39	£37655
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£37980
2.0 auto E 250 SE	E	47.9	7.4	138	41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134	43	£39445
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£36820
2.1 aut E 300 B7EC Hybrid AMG L	B	67.3	7.1	110	45	£42375
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£39880
3.0 auto E 350 BlueTEC AMG Line	E	53.3	6.4	139	46	£41210
5.5 V8T MCT E 63 AMG	L	28.8	4.2	230	47	£74115
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84110

Auto: add £1520 to E220 CDI, Estate: add £1790-£1915, Premium: add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium

CLS-Class - 4940x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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2.2 auto CLS 220 B7EC AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 B7EC AMG Line	F	52.3	6.5	142	48	£49950
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55850
5.5 V8T auto CLS 63 AMG S	L	28.5	4.1	231	50	£86500

Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to Premium, Shooting Brake: add £1580 to CLS 220, £1450 to CLS 350, £500 to CLS 63 AMG S

S-Class - 5116-5453x1899mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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2.1 aut S 300 BlueTEC Hyb L AMG Li	C	61.4	7.6	120	50	£72260
3.0 auto S 350 BlueTEC SE Line L	F	51.4	6.8	146	49	£66910
3.0 auto S 350 BlueTEC AMG Line L	G	51.4	6.8	151	50	£67940
3.5 auto S 400 Hybrid SE Line L	F	44.8	6.8	147	49	£70940
3.0 aut S 500 Plug-in AMG Line L	A	100.9	5.2	65	49	£82965
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£88400
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£140625
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto S 63 AMG L	L	28.0	4.4	237	50	£119845
6.0 V12T auto S 65 AMG L	M	23.7	4.3	279	50	£179990
Long wheelbase: add £3000 to S 350 BlueTEC AMG Line, AMG Line L, add £3995 to S 400 Hybrid SE Line L						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
1.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96190
5.5 V8TT auto S 63 AMG	L	47.1	4.2	237	50	£123595
6.0 V12TT auto S 65 AMG	M	37.2	4.1	279	50	£180065

SLK-Class - 4134x1810mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 55 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345

Auto: add £1520 to SLK 200, add £1410 to SLK 250

SL-Class - 4617x1877mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 V6TT auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8TT auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12TT auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.0 V8TT (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8TT (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MGwww.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles**MG3** - 4018x1729mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 (NEW) - 4651x1827mm, **EURO-NCAP** N/A

DRIVER POWER POS: 6

1.9 DTI-TECH S 5dr	C	61.4	8.4	119	N/A	£13995
1.9 DTI-TECH T1 5dr	C	61.4	8.4	119	N/A	£16195
1.9 DTI-TECH T1 5dr	C	61.4	8.4	119	N/A	£17995

MINIwww.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles**MINI** - 3821-3850x1727mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	58.9	7.4	106	23	£19450

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above

Convertible - 3723x1683mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Pacemancer - 4110x1789mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, £1400 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16860
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113

Warranty: 3 years/unlimited miles

Lancer - 3475x1475mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

49kW auto i-MIEV	A	N/A	16.0	0	27	£23499
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Mirage - 3710x1665mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£8999
1.2 Mivec 2	A	68.9	11.7	96	18	£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26		£28249
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27		£32849
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24		£34999
Auto: add £1400 to GX4						

Auto: add £1400 to GX4

L200 - 5005x185x1750mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£33430

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385x1800x1875mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB SG3	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

Auto: add £1685 to SG2/Warrior

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18

Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	33.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225

Warranty: 3 years/60000 miles

Micra - 3780x1675mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13945
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14445

Auto: add £1000 to 1.2 Acenta/Visia, DIG-S Tekna

Note - 4100x1690mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16470
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17370

Auto: add £900 to DIG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium

Juke - 4135x1765mm, **EURO-NCAP** ★★☆☆

DRIVER POWER POS: N/A

1.6 Visia	E	56.5	12.0	138	8	£13620
1.5 dCi (110) Visia	B	70.6	11.2	104	11	£15520

www.elitereg.co.uk

0Y04 DAS	6300	C8 FSM	6575	W1 8256	61225	N90 KAS	6575	R21 MEE	6475	113 R
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75hp Zoe i Dynamique Zen/Intens	A	N/A	13
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1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI I-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, Sdr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	8.7	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to 1.2 TSI (85)

Leon - 4263x1784mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra Sdr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr, Leon ST: add £825

Altea - 4282x1768mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.6 TDI (105) Ecomotive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	C	57.6	8.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

Alhambra - 4854x1904mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/unlimited miles

Citigo - 3563x1641mm, EURO-NCAP★★★★★ DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£8660
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75); 5dr: add £350, GreenTech: add £360 to 60 and SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 5 years/unlimited miles

Rapid - 4483x1706mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14990
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	F	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	48.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP★★★★★ DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.2 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23660
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP★★★★★ DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4223x1793mm, EURO-NCAP★★★★★ DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	F	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£28740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thsmart.co.uk / Brochure: 0808 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Tivoli - 4195x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	N/A	£12950
1.6D SE	C	N/A	N/A	113	N/A	£14200
1.6 EX	C	44.1	12.0	149	N/A	£14600
1.6D EX	C	N/A	N/A	113	N/A	£15850
1.6D auto ELX 4WD	D	N/A	N/A	123	N/A	£19500

	Eco band	MPG	CO ₂	Insurance group	List price
1.4T (150) Grand Slam	E	47.9	8.5	139	£16995
Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks					

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	£10900
1.4i (90) Life 3dr	D	54.3	13.2	100	£11245
1.3i CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	£110825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	£110825
1.2i (70) Excite 3dr	D	53.3	16.0	124	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	£9340
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	£12730
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	14.8	100	£13150
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	£12595
1.3 CDTi (75) S/e eFLX SRI 3dr	A	76.3	14.8	99	£13845
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	£13240
1.3 CDTi (75) S/e eFLX SE 3dr	A	76.3	14.8	99	£14490
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	£14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	N/A £17995
Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI					

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	£126060
1.3 CDTi (95) ecoFLEX S/e Design	B	72.0	13.8	104	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	£18565
1.7 CDTi (110) e/FLEX S/e Excite	A	63.0	11.8	99	£19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	£19545
1.4T (140) SRI	E	48.0	9.0	138	£20205
1.6T (180) SRI	G	42.0	7.9	159	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	£17140
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	£18235
1.7 CDTi (110) S/e 99g SRI	A	76.0	11.8	99	£12145
2.0 CDTi (165) SRI	C	63.0	8.5	119	£22825
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	134	£24205
Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1190 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1635 to SRI (selected models)					

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	£28750
1.4 auto Electron	A	235.4	9.0	27	£30495

Insignia - 4842x1855mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	£16479
1.4T (140) S/e Design 5dr	D	54.3	10.9	123	£17394
2.0 CDTi (120) S/e Design 5dr	A	76.3	11.9	99	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	£20954
1.8 VVT (140) SRI 5dr	D	40.4	11.5	164	£18279
1.4T (140) S/e SRI 5dr	D	54.3	10.9	123	£19194
2.0 CDTi (120) S/e SRI 5dr	A	76.3	11.9	99	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	£21354
2.0 BiCDTi (195) S/e SRI 5dr	D	60.1	8.7	125	£24814
2.0T (250) S/e SRI VX-Line 5dr	H	39.2	7.5	169	£22449
1.4T (140) S/e Elite 5dr	J	60.1	8.7	186	£151574
1.6T (170) S/e Elite 5dr	E	47.9	9.2	139	£22964
2.0T (250) S/e Elite 5dr	H	39.2	7.5	169	£23609
2.0 CDTi (120) S/e Elite 5dr	A	76.3	11.9	99	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	£23734
2.0 BiTurbo (195) S/e aut Elite 5dr	D	60.1	8.7	125	£24739
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	£372969
Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 5dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI					

Insignia Country T'r - 4913x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.5	119	£142409
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	£29714
Auto: add £1660 to 2.0 CDTi					

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	£12625
1.4 VVT (100) S	E	46.3	13.9	140	£16420
1.4T VVT (120) S	E	47.9	11.5	139	£17155
1.3 CDTi (75) S	D	57.6	16.6	129	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	£19000
1.7 CDTi (110) auto S	D	46.3	12.9	160	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.6	129	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	£19175
1.4T VVT (140) SE (a/c)	E	44.2	10.3	151	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	£21370
Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S					

Zafira Tourer - 4658x1894mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	£125400
2.0 CDTi (110) ES	E	54.0	11.5	137	£12630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	£23300
2.0 CDTi (130) e/FLEX S/S Exclusiv	C	63.0	10.6	119	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	£26090
2.0 CDTi (195) S/e Biturbo SE	E	50.4	8.5	149	£27740
Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI; £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE					

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	£19749
Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv					

Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	£219800
Auto: add £1185, Diamond: add £800 to Exclusiv diesel					

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	£19885
1.6T (200) Sport	H	39.0	8.3	154	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	£21955
2.0 CDTi (195) S/e Biturbo	D	53.3	7.8	129	£24175
2.0T (280) VXR	J	34.9	5.9	189	£352270
SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models					

Cascadia - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	£23995
1.6T (170) auto SE	H	39.2	9.2	168	£27095
1.4 VVT (140) SRI SE	E	54.3	9.6	138	£26080
2.0 CDTi (165) auto SE	G	45.6	9.6	163	£27600
2.0 CDTi Biturbo (195) S/e Elite	E	54.3	8.9	139	£279665
Auto: add Elite spec: add £2100 to SE					

VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.2	363	£54499
6.2 V8 GTS auto	M	18.0	4.2	373	£56224

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up! - 3540x1641mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 22

1.0 (60) Move up! 3dr	B	63.0	14.4	105	£19810
1.0 (60) Take up! 3dr	B	63.0	14.4	105	£19765
1.0 (75) High up! 3dr	B	60.0	13.2	108	£211385
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	£213465
BEV (82) e-up! 5dr	A	N/A	12.4	0	£19270
Auto: add £595 to Move up! and High up!, 5dr: add £375 to 3dr (not Rock up!), BMT: add £360 to Move and High up!					

Polo - 3970-3972x1682mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.0 (60) S 3dr	B	60.1	15.5	106	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	£11970
1.0 (60) SE 3dr	B	60.1	15.5	106	£12585
1.0 (75) SE 3dr	B	58.9	14.3	108	£13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	£13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	£14795
1.2 TSI (110) SEL 3dr	B	58.9	9.3	110	£16260
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	£16730
1.4 TDI (75) BlueMotion 3dr	A	91.1	12.9	82	£15
1.4 TDI (90) SEL 3dr	B	83.1	10.9	88	£16770
1.8 TSI (150) BlueGT 3dr	B	58.9	7.8	110	£24760
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	£18850
* 1.0 (60) S A/C 3dr, 1.4 TSI 150 SE, £1375 to 1.2 TSI SEL, BlueGT, 50r, add £630, SE design, add £1100 to SE					



World Rallycross back in action

■ **Brit Doran links with Solberg**
■ **JRM MINI also set to join up**



Stephen Errity

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AE THE FIA World Rallycross Championship blasts back into action this weekend for its season opener in Montalegre, Portugal.

At the front of the field, reigning drivers' champion Petter Solberg has linked up with Britain's sole World RX representative, Liam Doran, to form a new superteam that'll be known as SDRX (Solberg Doran Rallycross).

Both drivers contested the 2014 season in 600bhp Citroen DS3 Supercars, and so a link-up for 2015 was seen as a logical move.

"It's going to be a very exciting season for sure," confirmed Doran. "If you'd told me a couple of years ago that I'd be team-mates with Petter Solberg, I would've laughed at you, so to be doing this now is pretty cool."

Doran is particularly looking forward to his home round of the series, which takes place at Lydden Hill, Kent, on 23-24 May.

"Even though I haven't had the best luck at my home round, I always love competing at Lydden," he said. "I grew up racing there and know it like the back of my hand. We've developed the car extensively this winter, and I'm confident we've got a good level of performance to take the fight to our rivals."

Elsewhere, the reigning teams' champion Olsbergs MSE is back to defend its title with Norwegian driver Andreas Bakkerud and the Latvian Reinis Nitiss in a pair of Ford Fiastas.

And as we reported in Auto Express in Issue 1,366, Frenchman Davy Jeanney and Swede Timmy Hansen will be at the wheel of two improved Team Peugeot Hansen 208s.

DTM champion Mattias Ekstrom, who's branched out into rallycross in recent years, is set to contest selected rounds of the



"If you'd told me a couple of years ago that I'd be team-mates with Petter Solberg, I would have laughed at you"

Liam Dornan British rallycross star



Ready for action – and UK viewers can watch RX live on Eurosport on Sunday from 6pm

■ **TEAM SDRX** Doran and Solberg (above left and right) will again race Citroen DS3 Supercars this season

series, including the season opener, in an Audi S1 Quattro Supercar. His EKS RX team will also run Ekstrom's compatriot Anton Marklund in a second car.

Finally, the British JRM team will make occasional appearances in WorldRX this season as it develops its new MINI Countryman rallycross contender, which is derived from the MINI World Rally Car.

Hyundai WRC bow pushed to 2016

HYUNDAI is to delay the debut of its new i20 World Rally Car until the 2016 season.

The Korean manufacturer had hoped to run selected events in the second half of 2015 as part of the car's development programme, but issues with homologation have now pushed that back until January's Rallye Monte Carlo at the earliest.

Hyundai will also be basing the second-generation i20 WRC on the five-door model of the hatchback, rather than the three-door as previously planned, due to delays in production of the three-door road car.

The WRC itself is in action in Argentina this weekend, with reigning champion Sebastien Ogier looking to extend his dominant streak of three victories in the first three rounds of the season.

ON HOLD

Hyundai rally car will not make debut until Monte Carlo event in January next year



Silverstone 24 makes its return

AFTER a two-year absence, twice-around-the-clock racing makes a return to Silverstone in Northamptonshire this weekend. The Dunlop 24 Hour Race will take place across Saturday and Sunday, and the grid will feature a wide variety of racing machinery.

There will be prototypes such as Radicals and the new Ginetta LMP3 cars, plus GT racers from Ferrari, Jaguar, Aston Martin, Porsche and Lotus, while production-based touring cars will also appear.

In an effort to give the race a family atmosphere, there will be a funfair, live music and other activities over the weekend. Log on to britcar24hr.co.uk for ticketing and camping information.



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AE OUR politicians often tell us – the humble, patronised subjects of Britain – that we’re damned lucky to enjoy the best, cleanest democratic system in the world.

At the same time, those squeaky-clean (yeah, right) political pros argue that certain Third World, developing or corrupt countries can’t and don’t do democracy. Apparently, in such politically iffy nations, huge sections of the population are ignored by even iffier rulers. It’s almost as if the masses don’t exist.

I know the feeling. Not because I’m from one of those foreign fiefdoms, but because I live in a Britain that’s fast shedding its ‘best democracy in the world’ status.

Since 2010, we’ve had what nobody voted for – a Conservative/Lib Dem Coalition Government with David Cameron as Prime Minister and Nick Clegg as his deputy.

And now, on the eve of the General Election, these two plus Labour and a handful of tiny national parties are declaring what they’ll do for Brits from 2015-2020. They mention large groups such as home-owners and workers, plus smaller sections of the electorate – long-term hospital patients, pensioners and the like. Fair enough. So far, so good.

But cars, car drivers and passengers, car buyers and car industry employees are conspicuous by their absence from the manifestos of the parties. Seriously, I fear they’ve conspired to ignore us.

Being almost 50 million strong, we motorists represent the overwhelming majority of the population. And by paying £60 billion a year in road user and other car-related taxes, we prop up Britain.

Like large ethnic or religious groups in some troubled lands run by tyrannical regimes, it’s almost as if we – the blanked car people of Britain – are non-existent as far as our major political parties are concerned.

I’m an admirer of and grateful to those who bravely fought to win them and me the right to vote. But which national parties are car users supposed to vote for in 2015, when potential Prime Ministers Cameron or Ed Miliband, plus possible Deputy PMs Clegg or Nigel Farage, barely acknowledge our existence?

If what we’re witnessing at the minute is a traditional democratic system based on the needs and wishes of the many (car users), not the few (bus, train and bicycle users), I’m a banana.



Mike Rutherford

Motoring’s most outspoken and opinionated columnist sounds off

W Cars, car drivers, car buyers and car industry employees are conspicuous by their absence from the manifestos

next issue



PART II

TOP MAKERS REVEALED

You’ve read how you rated the cars, but which makers are the best... and worst?



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47 monthly payments of*:	£169.00	SEAT UK Deposit contribution ¹ :	£1,000.00	Total payable by customer:	£18,306.82	Total amount payable:	£19,306.82	Representative APR:	5.70%
Customer deposit:	£3,942.98	Retail cash price:	£17,235.00	Optional final payment:	£6,235.84	Amount of credit:	£12,292.02	Rate of interest:	5.17%

[#]At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

*Available when purchased on Solutions Personal Contract Plan. ¹Deposit contribution is available when purchased on Personal Contract Plan. Retail Sales only. ²Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Personal Contract Plan. ³Payable with first payment. ⁴Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 30th June 2015 and delivered by 30th September 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freepost SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO₂ emissions 154 – 87 g/km.